

Latitude 38

VOLUME 332 February 2005

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GRAND MARINA

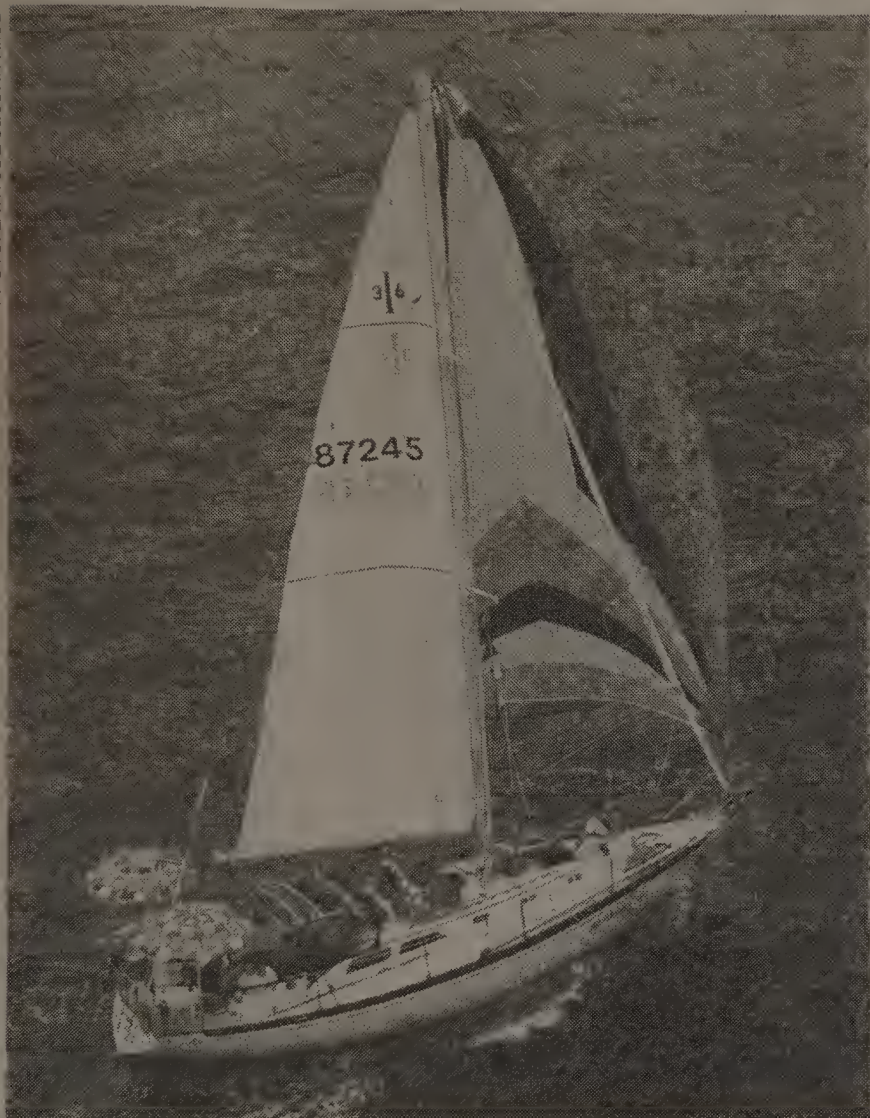
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Captain and Admirable

PHOTO: LATITUDE 38/JOHN RIISE



36 Double D*

Dale Snearly and Dena Rutan are the proud owners of an Islander 36 and refer to themselves as "Captain" and "Admirable." And, no, that's not a typo.

Dale, Dena and crew sailed the boat, affectionately named *36 Double D*, from San Leandro to Cabo San Lucas and back, joining the Baja HaHa along the way. In preparation for this fine adventure, they bought a new Pineapple mainsail and cruising spinnaker, complete with spinnaker sock.

The 2,500 mile trip presented the crew of *36 Double D* with a full range of conditions, from light winds and calm seas to wet and windy storms. They flew the spinnaker every chance they got, even in over 25-knot winds, with easy deployment and complete control. And the main performed flawlessly.

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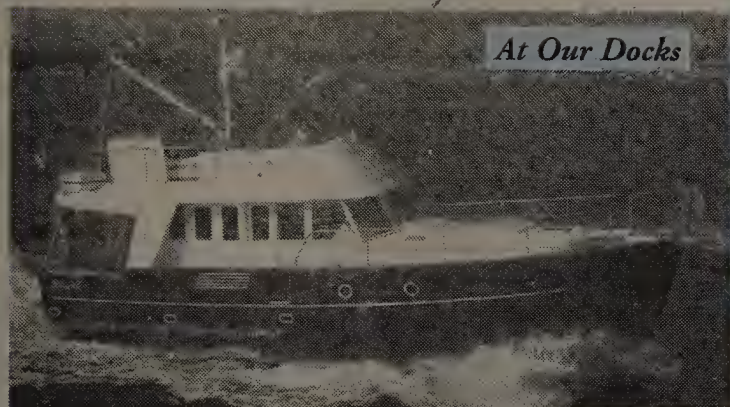
BENETEAU

"Through the decades, as we've strived to improve our products, one waypoint has remained constant: The standard we will follow at Beneteau will not be governed by the whims of the industry, but by the demands of the sea itself."

— Annette Beneteau Roux

Beat the March 1 Beneteau Price Increase!

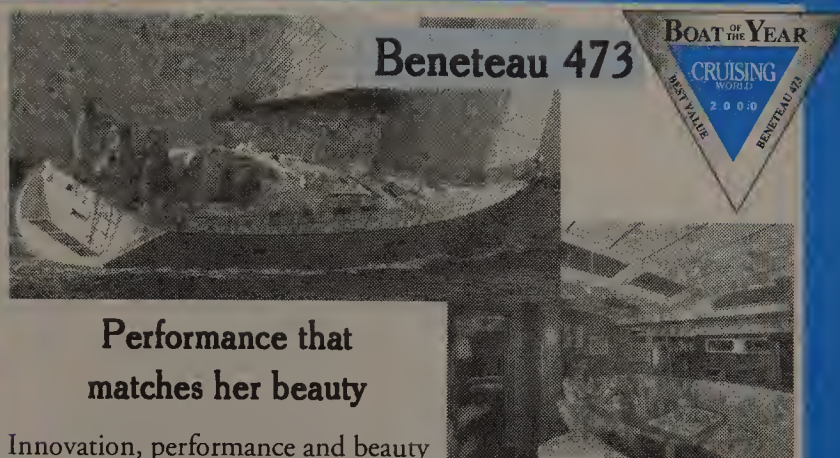
Beneteau reinvents the trawler! Introducing the new Swift Trawler 42



Beneteau has been building boats since 1884, and for almost 100 years of this history, has been building engine powered boats. Their powerboats have been roaming the oceans of Europe for decades and now they are coming to America.

For the U.S. market, Beneteau enlisted the renowned firm of Joubert/Nivelt to design a luxury trawler that combines all the benefits of a conventional trawler with the advantages of a power cruiser. The new Swift Trawler is capable, elegant and fast, designed to handle seas typical cruisers find too challenging. Cruise comfortably at speeds in the high 20s.

Call today for your private viewing



Performance that matches her beauty

Innovation, performance and beauty best describe the attributes of the 473. With two layouts from which to choose, and a host of custom options, your dream boat is closer than you think. For dockside entertaining, club racing and bluewater cruising, the 473 will exceed all your expectations.

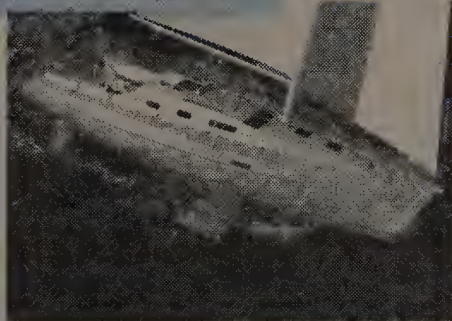
All the boat you may ever need

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- GREAT equipment package available through February 28
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Beneteau 373



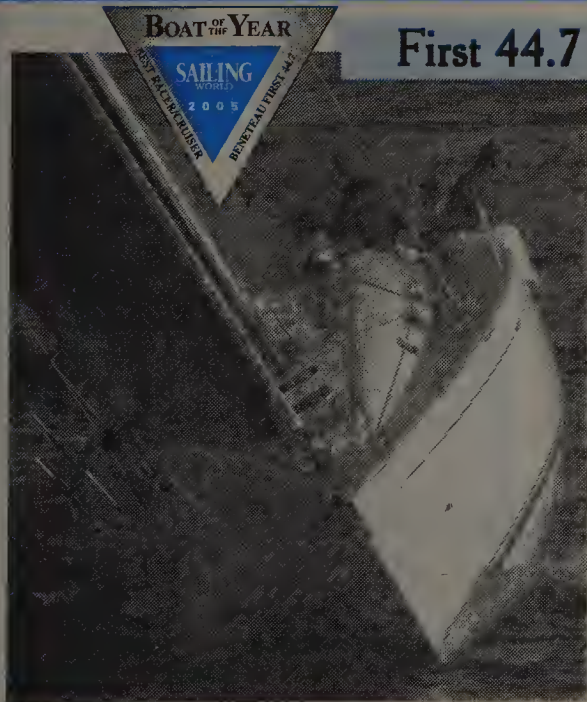
Beneteau 323



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First 44.7



A Tasmanian Tale

December 26, Boxing Day, and the start of the Rolex Sydney-Hobart Race, an event of legendary status. Carl Crafoord, managing director of Harken Australia, along with some good friends, readied at the start aboard his new standard factory Beneteau First 44.7. It was a warm Sydney summer day with, of course, a cold front beginning to move in on the Tasman Sea.

By the second day of the race, the winds were howling at 45 knots with 7-8 meter seas lasting for more than 30 hours. It was hard to hear what the boys were saying above the howl of the wind, but "brutal" and "the last race" were heard clearly. The relentless belting of the wind and waves drove half of the fleet to pull out of the race within the first 24 hours. After two days of being "seriously wet" with "not much food", the 44.7 crew made landfall. After they changed headsails and cooked everything they had on board, the sun came out. The 44.7 ran to the finish line under her chute in 20 knots of breeze. After more than 100 hours of sailing, 85 of them hard upwind, the 44.7 finished Second in Division and ninth overall out of 116 boats.

The boat was described as, "powerful, extremely comfortable," and "making it through the race without a hitch." After several beers, Carl and the boys were heard making plans for next year's race...



Oceanfast Yachts, Inc.

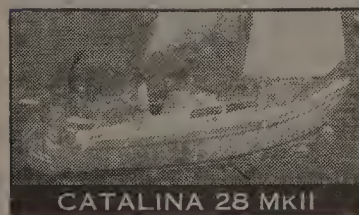
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CATALINA 28 MKII



CATALINA 42 MKII

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Cover: Jim Clark's 'small boat', the 156-ft sloop 'Hyperion', on her way to corrected-time honors in the New Year's Eve Around the Island Race at St. Barth, French West Indies.

Photo: Latitude 38/Richard

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 115 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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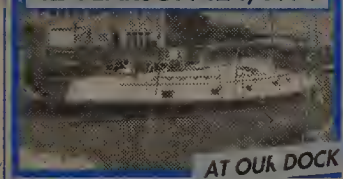
44' CSY, 1980



REDUCED

Price just reduced, owner wants her sold NOW! \$139,000.

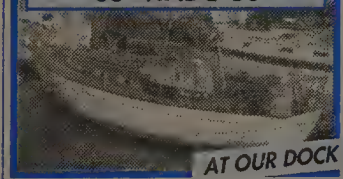
42' PEARSON 424, 1979



AT OUR DOCK

Solid cruising boat. Comfortable cockpit and interior layout. \$84,000.

35' VINDO 50



AT OUR DOCK

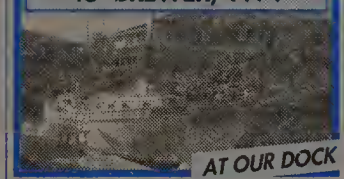
Out-of-state owner wants a new home for her, make offer. \$59,000.

51' JEANNEAU, 1994



Two helms, large cockpit and four cabins. Great for cruising family. \$190,000.

45' BREWER, 1979



AT OUR DOCK

A great offshore cruising design. Will take you far. \$99,000.

38' CAMPER NICOLSON



NEW LISTING

Needs work but a great center cockpit cruiser. \$17,500.

41' COLUMBIA, 1973



AT OUR DOCK

Lots of boat for the money. \$47,000.

50' GARDEN DESIGN



NEW LISTING

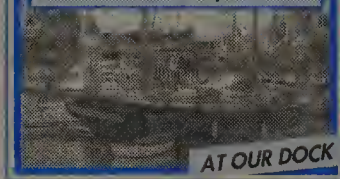
This locally-built wood yacht is world cruising capable. A great liveaboard, taal!

42' VENEZIA



This 1995 model is like new and priced great. \$219,000.

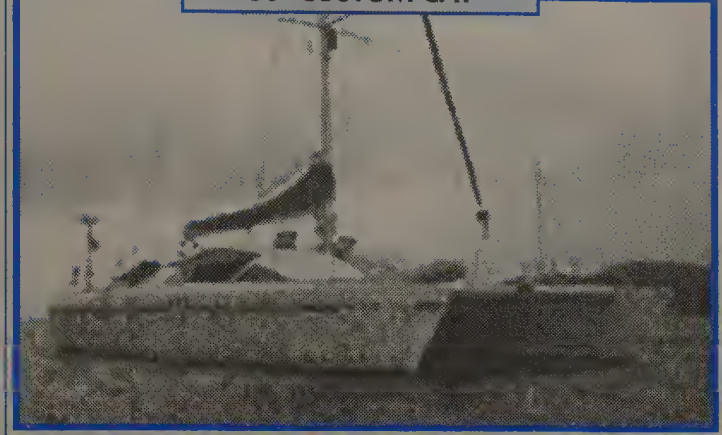
40' MARINER, 1972



AT OUR DOCK

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48' PRIVILEGE 14.7 3 from \$235,000
47' ADMIRAL, Bay Area boat \$229,500

42' VENEZIA, 1995 2 from \$209,000
41' CATANA 411-8, 1995 €255,000
39' DUFOUR NAUTITECH €175,000
38' ATHENA, 1995 \$179,000
38' LAGOON, 2002 €249,900
37' ANTIGUA €127,000
34' GEMINI, 1997 \$94,000
33' SEAWIND, 2000 \$160,000

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35' PRIVATEER, 1989 \$52,000

27' CAPE DORY, 1978 \$18,900

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50' DUFOUR ATOLL



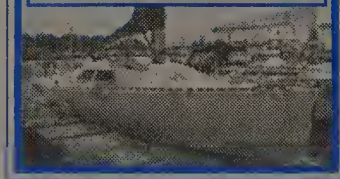
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45' JEANNEAU 45.2



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42' FAST, 2002



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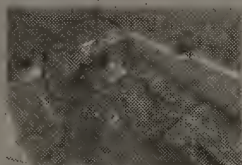
Everybody recognizes the HANSE 371 as a classic. Owners appreciate its comforts on and below decks, together with the elegant design with its balance between regatta potential and timeless ambience.

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Publisher/Exec. Editor ... Richard Spindler richard@latitude38.com ... ext. 111
 Managing Editor John Riise johnr@latitude38.com ext. 110
 Senior Editor Rob Moore rob@latitude38.com ext. 109
 Senior Editor Andy Turpin andy@latitude38.com ext. 112
 General Manager Colleen Levine colleen@latitude38.com ... ext. 102
 Classifieds Mary Briggs class@latitude38.com ext. 104
 Production Christine Weaver chris@latitude38.com ext. 103
 Production Annie Bates-Winship annie@latitude38.com ext. 106
 Advertising Mitch Perkins mitch@latitude38.com ext. 107
 Advertising John Arndt john@latitude38.com ext. 108
 Bookkeeping Helen Nichols helen@latitude38.com ext. 101

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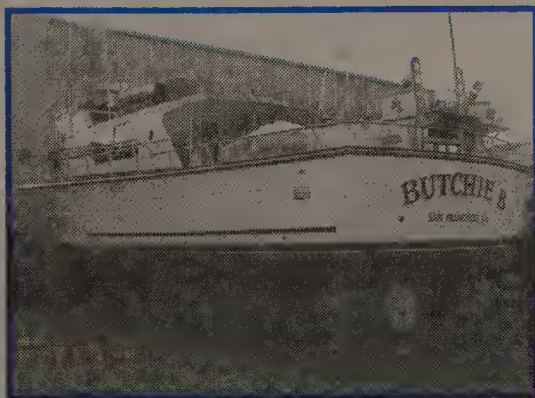


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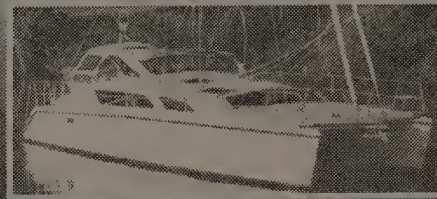
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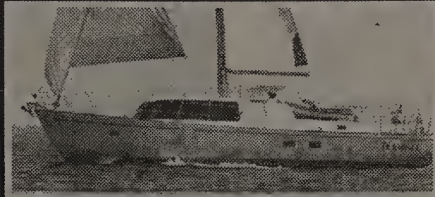
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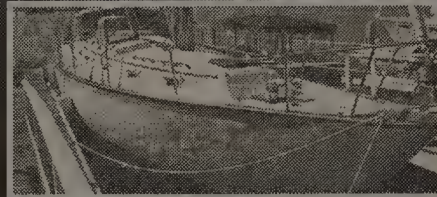
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39' ANDREWS ONE TON, '85.
BMW diesel, hull and deck LP '03, mast reworked, new UK main, genoa. \$49,000.



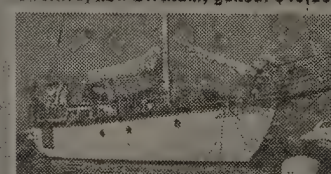
38' CATALINA S&S, '81
Radar, inflatable, roller furling, new varnish. \$49,000.



20' PACIFIC SEACRAFT FLICKA, '78. Rebuilt Yanmar diesel, new windows/ports, major upgrades over last few years. Clean. \$22,000.



28' WESTSAIL CUTTER, '77. Extended cruising upgrades over the past three years. Load your possessions and leave! \$25,500.



43' SPINDRIFT PH CUTTER, '83.
Raised salon, 2 helm stations, 80hp Lehman, StackPak main, furling jib. \$115,000.

Some boats shown may be sisterships.

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2005 Catalina 42 Mk II

Catalina // Yachts

CatalinaMorgan 440



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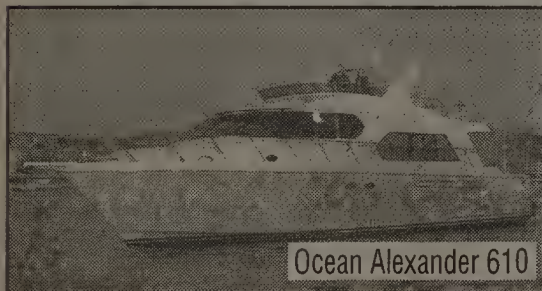
- Well-designed cockpit, deep secure coamings
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- Private cabins for one or two couples
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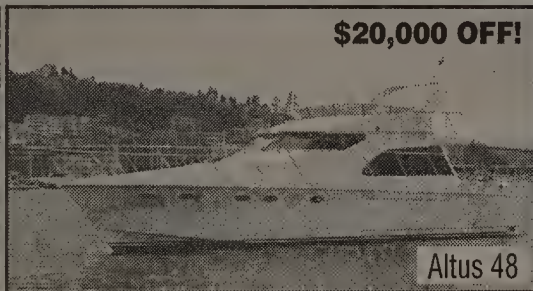
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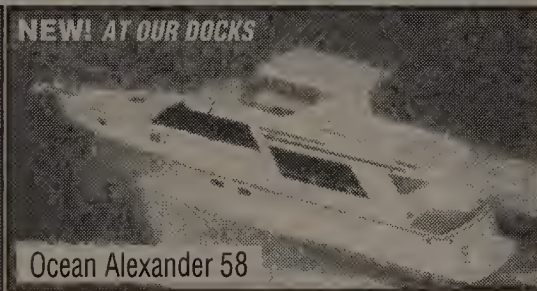


Ocean Alexander 610



\$20,000 OFF!

Altus 48

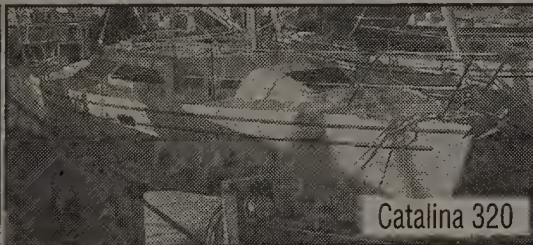


NEW! AT OUR DOCKS

Ocean Alexander 58



Goldenwave 42



Catalina 320



Catalina 27

PREOWNED CATALINA YACHTS

Catalina 42 Mk II	1995	165,000
Catalina 380	2001	159,000
Catalina 36	1984	56,000
Catalina 34	1987	59,000
Catalina 320	2000	94,500
Catalina 320	1999	90,000
Catalina 30	1987	38,000

Catalina 28 Mk II	1998	59,000
Catalina 27	1981	17,000

Catalina 440 - Coming Soon!

PREOWNED SAILING YACHTS

Golden Wave	1982	128,950
Newport 41	1979	58,750
Passport 40	1985	154,000
Gulfstar 39	1982	95,000

Challenger 40	1972	62,000
Santana 35	1981	29,500
Beneteau 345	1986	44,900
Hunter 34	1998	78,500
Hunter 33	2004	104,000
Hunter 326	2002	82,000
Nonsuch 30	1982	54,900
Hunter 29.5	2000	53,500
Baba 30	1985	67,500

S2 30CC	1981	35,000
Mollycat 17	1987	17,500

MOTOR YACHTS

Ocean Alexander	2004
Altus 48	
Ocean Alexander 58	2005
Ocean Alexander 610	2003

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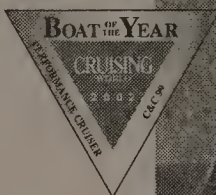
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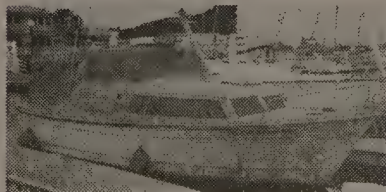
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28' Pearson, '75

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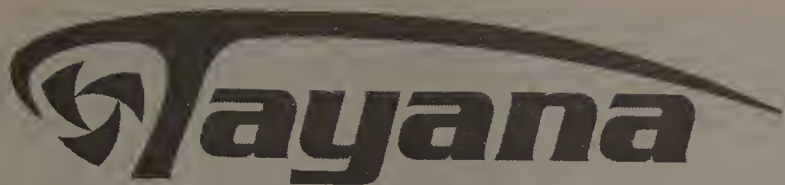
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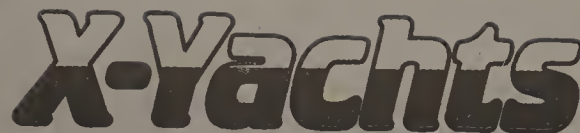


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Tayana 64 Deck Saloon

The Tayana 64 has arrived on the West Coast and is available for viewing. Rob Ladd's newest design for Tayana offers twin or center cockpit, with a beam of 18 feet. Combined with a spacious deck saloon, a gorgeous interior that is available in many custom layouts, this large bluewater cruiser will impress even the most discriminating yachtsman! \$950,000 sailaway.



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X-43 • X-46
X-50 • X-55
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X-73**

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1999 TAYANA 58 CUTTER. Well equipped and well proven, this boat's in excellent condition, ready for your next adventure. **\$549,000.**



1999 ISLAND PACKET 45. Island Packets have an outstanding reputation as well built world cruisers. Very well equipped. **\$315,000.**



2005 TAYANA 48 CC. 2 stateroom models both with private heads with separate stall showers. Immediate delivery avail. **\$305,000.**



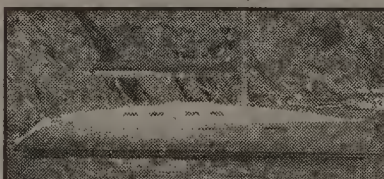
2005 TAYANA 48 DECK SALOON. Two cabins, 2 heads both w/separate showers, Corian counters. Immed. delivery available. **\$325,000.**



2003 TAYANA 42 CENTER COCKPIT Popular bluewater cruiser. Furlboom mainsail, ProFurl genoa, exc. cond., like new! **\$239,000.**



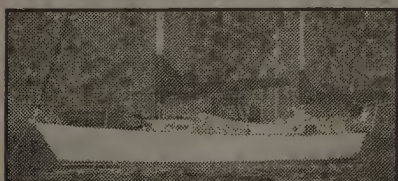
2001 TAYANA 42 CENTER COCKPIT CUTTER. Like new, air cond., refrigeration, freezer, hard dodger, huge inventory. **\$229,000.**



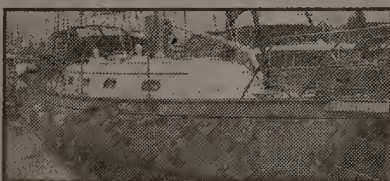
1997 BENETEAU 42s7 Well equipped three stateroom version, in excellent condition. **\$192,000.**



1988 HANS CHRISTIAN 41 Molokai. In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000.**



1982 SWIFT 40 KETCH Well equipped center cockpit cruiser. Has been cruised and is ready to go again. **\$120,000.**



2001 ISLAND PACKET 380 In new condition, 260 hours on Yanmar diesel. Well equipped and priced to sell! **\$239,000.**



1979 EXPLORER 45 CC KETCH. Rugged, full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. **\$105,000.**



1978 FORMOSA 46 CC. A good example of this Doug Peterson-designed performance cruiser. **\$85,000.**



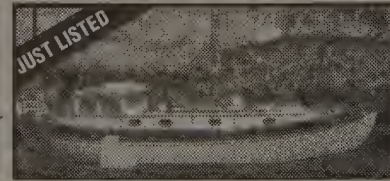
1987 SHANNON 37 KETCH Clean, well equipped bluewater cruiser from a top quality East Coast builder. **\$159,000.**



1982 CT 38. Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. **\$79,500**



1983 UNION 36 CUTTER. Well equipped blue water cruiser. Low hours, ready to go! **\$79,900.**



1988 TAYANA 37. Rare pilothouse. Only 200 hrs on engine. Well equipped, new electronics, new roller furling. No teak decks! **\$115,000.**

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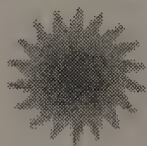
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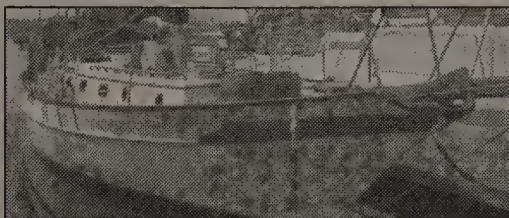
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42' Catalina, 1994
\$143,000

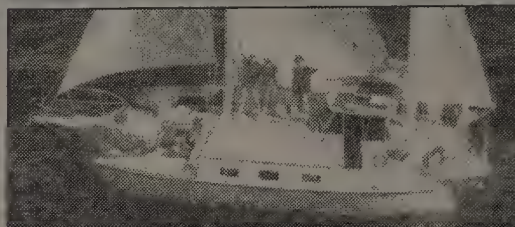


38' Cabo Rico cutter sloop, 1981
\$99,000

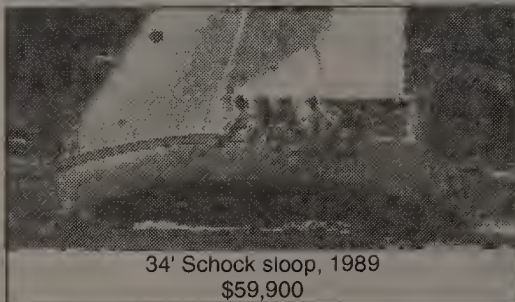


48' Mapleleaf cutter sloop, 1978
\$175,000

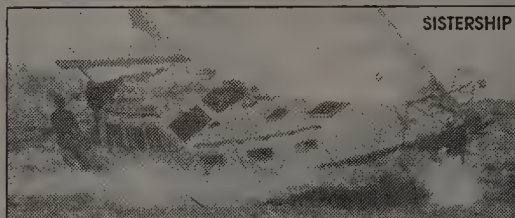
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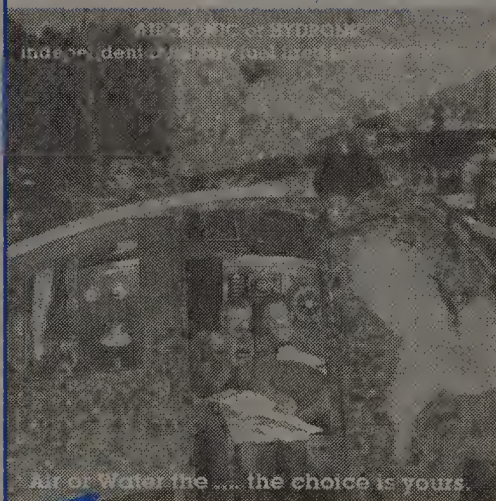
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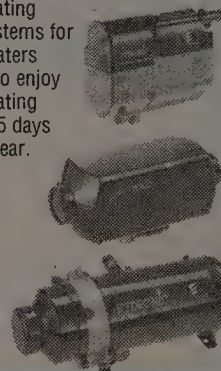
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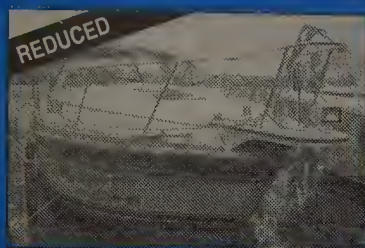
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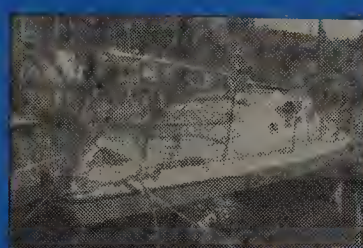
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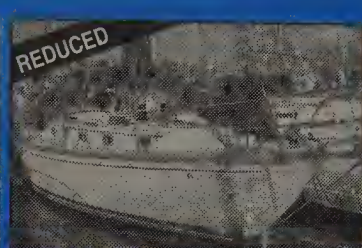
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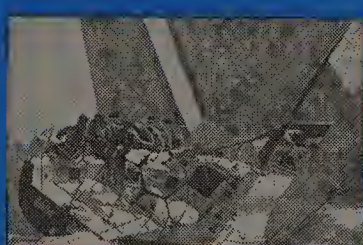
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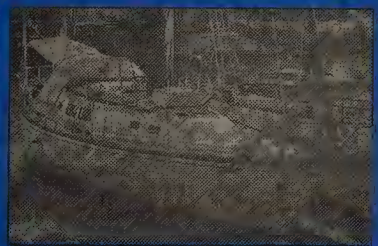
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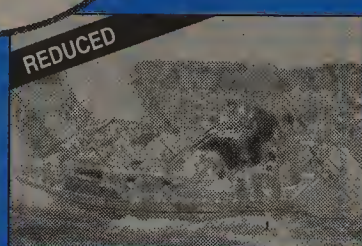
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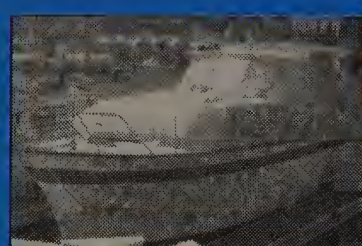
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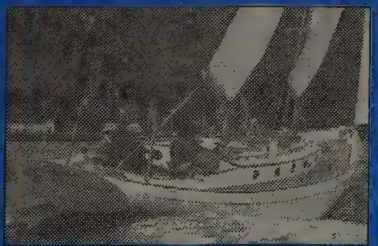
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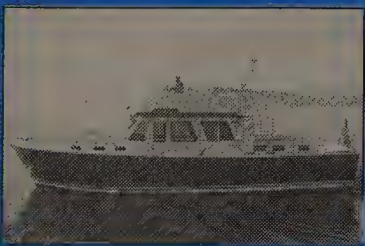
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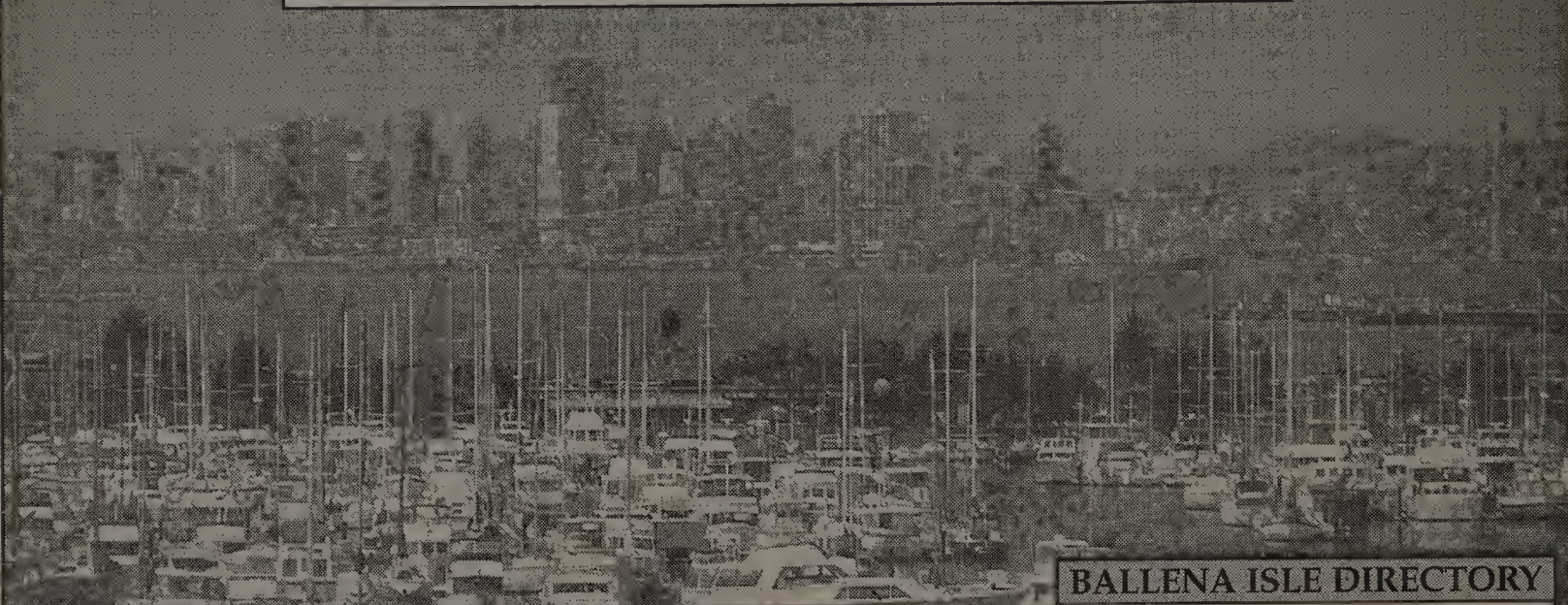
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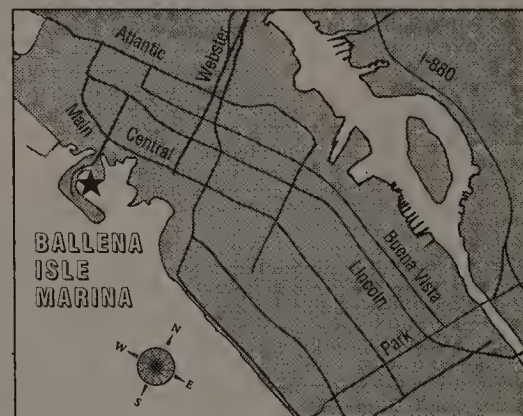
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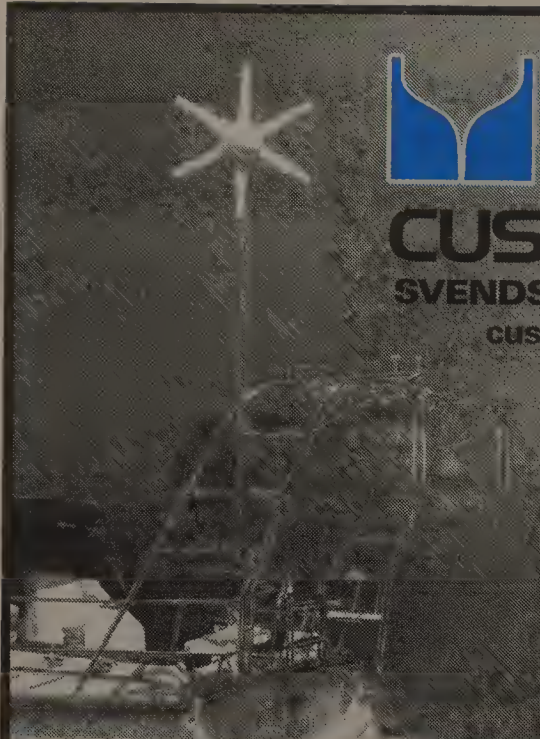
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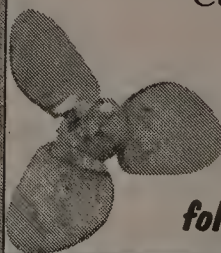
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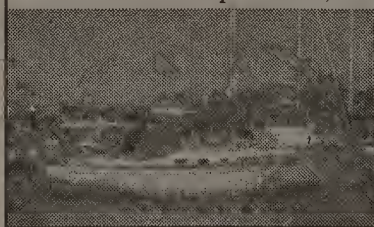
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Just listed, current survey. \$364,900



36' FREEDOM, '87
Excellent condition. \$89,900



33' NOR'WEST, '81
South Pacific veteran. \$39,000



32' FUJI, '76 Meticulous care,
steady upgrades. \$43,000



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68' NELSON/MAREK, '84 \$350,000
A no-expense-spared professional refit culminated in this perfect marriage of performance and comfort.



44' PETERSON CC, '77 \$149,000
Proven and popular, this 44 is the best fitted out Peterson we have seen. Just look at her equipment list. Add food and go!



42' HYLAS, '87 \$162,500
A class winner of the Pacific Cup and tip-top condition example of this aft cockpit design. Hylas reputation for fit and finish is evident.



48' MARINER CC, '81 \$120,000
Sought-after three stateroom layout, with beautiful teak joinery. Lots of deck space for your water toys, too.



42' HUNTER PASSAGE CC, '94 \$169,000
Better than new with all the creature comforts to pamper you while cruising: AC, genset, 3 flat-screen TVs, new radar, more.



42' LACOSTE, '85 \$89,900
A Sparkman Stephens design with a Lacoste interior, known for great sailing, structural integrity and comfort.

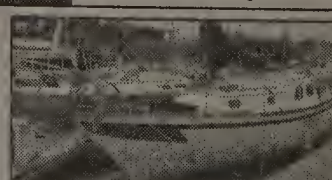


**48' LAURIE DAVIDSON
CENTER COCKPIT, '79
\$260,000**

Proven performance cruiser from the drawing board of respected Laurie Davidson. This vessel is better than new after a recent extensive refit. Her knowledgeable owners have consistently kept her systems cosmetically and mechanically in top condition. She has recently completed an 18,000 nm sail from New Zealand to Panama to Costa Rica to California. She is a must-see for the discriminating cruising sailor.



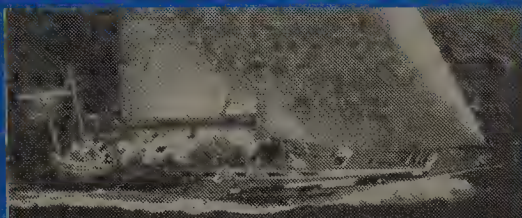
41' MORGAN O/I CC, '73 \$49,000
The very roomy Out Island is known for being a great two-couple boat with two completely separate private cabins and two heads.



31' MARINER, '71 \$36,000
Affordable cruiser with traditional, distinctive look William Garden is known for. It's rare to find a proper pocket cruiser in this condition.

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Details at www.kkmi.com



Swan 59 (1988) Perfectly restored, new teak decks, new engine, electronics, more. Perfect interior, full hydraulic package. Gorgeous. Asking **\$875,000**



TransPac 52 (2001). *Flash*, ex-*J Bird III*, is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. Asking **\$750,000**



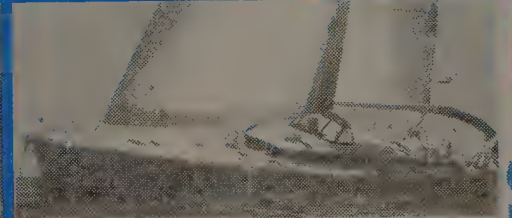
Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, elect. main halyard, watermk, great sails. Best around only **\$490,000!**



Swan 112 (2002). *Song of the Sea* is the flagship of Nautor Swan's line. Her exquisite interior is second to none; her sail handling systems are state of the art. ***



Santa Cruz 50 (1981). A lovely 50 set up for short-handed sailing with a custom deck layout and a low draft wing keel. Never raced. Excellent cond. **\$182,000**



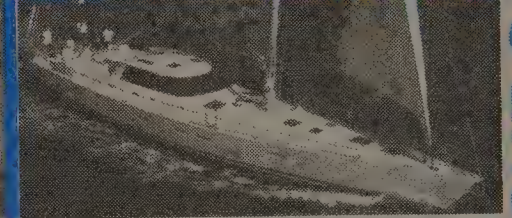
Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **\$975,000**



Baltic 38 (1983). This pretty little Baltic has just come on the market. Dark blue hull, teak decks. Asking **\$129,000**



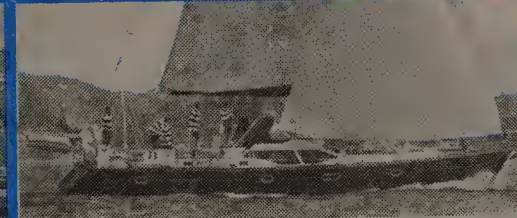
Swan 391 (1986). The most popular of the Ron Holland Swans, this beautiful Swan handles well in any sea. Asking **\$179,000**



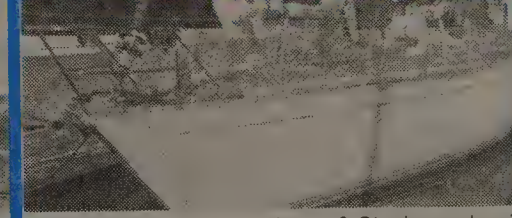
Locura, 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again. ***



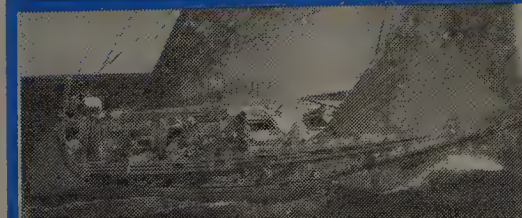
Swan 46 (1988). A beautiful, dark blue German Frers Swan. Over \$100k was recently spent upgrading this boat. Asking **\$349,000**



Oyster 53 (1999). Dark blue hull, electric winches, bow thruster, dive compressor, generator, heater, great sails & electronics. Excellent cond. **\$950,000**



Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. Asking **\$149,500**



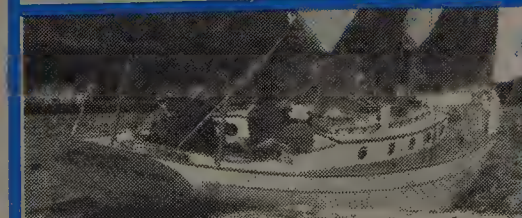
Swan 56. Absolutely like new and immaculate. Ideal for singlehanded sailing but ready to go offshore. Call Paul or Ken. Priced to sell, only **\$1,100,000**.



J/44 (1990) One-owner boat in excellent condition. Beautiful dark blue hull. Very well equipped for racing and cruising, great sail inventory. Asking **\$259,000**.



Swan 82RS (2001). *Opus V* represents the ultimate in high performance, world cruising Swans. Offered at substantial savings over a new build. ***



Elizabeth Muir is more than just a beautiful 48' schooner, she is a jewel box and a tribute to the finest craftsmen ever assembled. Exquisite in every detail.



Crescent 96 (1998) An excellent example of one of the Pacific NW finest builders. Now just finishing a major refit, like-new condition. ***



Burger 72' Pilothouse Motor Yacht (1964) This lovely aluminum vessel has recently had both diesels rebuilt. USCG-certified 62 passengers. **\$695,000**

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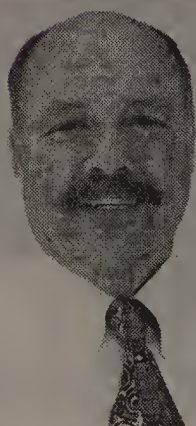
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CALENDAR

Non-Race

Jan. 28-Feb. 6 — NorCal Boat Show at the Alameda County Fairgrounds (Pleasanton). Info, www.ncma.com or (800) 698-5777.

Feb. 2 — Celebrate Groundhog Day.

Feb. 5 — North U. Racing Trim Seminar at Santa Cruz YC, 9 a.m. to 5 p.m. \$135 tuition. Info, (800) 347-2457 or www.NorthU.com.

Feb. 7 — "Boating Skills and Seamanship," first of eight sessions on Monday and Thursday evenings at Yerba Buena Island. USCG Auxiliary Flotilla 17. (415) 399-3411.

Feb. 10 — Single Sailors Association monthly meeting, featuring Kevin Stringer speaking about Sailing Education Adventures (SEA). Ballena Bay YC; 6:30-9 p.m.; free. Info, www.sail-ssa.org.

Feb. 12 — "Charting Your Way to The Future," a seminar by Marilee Shaffer (Waypoint/Complete Cruising Solutions) about using paper and electronic navigation equipment. Oakland YC, 10 a.m. to 2 p.m., \$10 fee. RSVP, (510) 522-6868.

Feb. 12 — Liferaft/Survival Training at Sal's Inflatables in Alameda, 9 a.m. to noon. \$25 in advance; \$35 at the door. Info, (510) 522-1824.

Feb. 12-13 — J/24 Treasure Island Racing Clinic. Curtis Press, (415) 388-6332 or pressdogs@earthlink.net.

Feb. 12-13 — Open Boat Weekend in Alameda, weather permitting. Check out the goods at Marina Village, (510) 521-0907, and Ballena Isle Marina, (510) 521-8393.

Feb. 14 — Don't forget Valentine's Day.

Feb. 15 — S.F. Bay Oceanic Crew Group monthly meeting, with guest speaker Kame Richards presenting "Sail Trim for Cruisers." Free, 7:30 p.m., Ft. Mason Center (Building A, Marina Room). Info, www.crewgroup.org.

Feb. 17 — US Coast Guard Auxiliary's "Boating Skills & Seamanship" classes begin at the USCG Air Station, SFO, and continue on Thursdays, 7:30-9:30 p.m., for 13 weeks. Wayne, (650) 755-9739.

Feb. 19-20 — North U. Racing Trim Seminar at Tiburon YC. Upwind on Saturday, downwind on Sunday. \$135 a day, or \$245 for the weekend. Info, (800) 347-2457 and/or www.NorthU.com.

Feb. 21 — Contemplate Presidents' Day.

Feb. 22 — "Boating Skills & Seamanship" course begins at the Sausalito Cruising Club, 7:30-9:30 p.m., and continues for 10 weeks on Tuesday nights. Course fee of \$75 includes textbook. Enrollment limited to 20 students. USCG Auxiliary Flotilla 12; John Sullivan, (415) 924-1842.

Feb. 23 — Full moon on a Wednesday night.

Feb. 26 — US Sailing Basic Race Management Seminar, 8 a.m. to 5:30 p.m. at Santa Cruz YC. \$50 fee includes breakfast and lunch. For those interested in becoming a CRO, a test will be given after the seminar. Joy Siegel, (415) 835-6020.

Feb. 26 — YRA/US Sailing Race Management Seminar, 8 a.m. to 3:30 p.m. at Berkeley YC. Speakers include Tom Roberts, Bartz Schneider, Jeff Zarwell, and Lynda Myers. CRO test, continental breakfast, lunch and handouts for only \$30. RSVP, (415) 771-9500.

Feb. 26 — "Know Your Boat," a day-long seminar covering your boat's major systems — plumbing, pumps, corrosion control, diesel engines, props and shafts, and more. \$79 tuition. Nelson's Marine, (510) 814-1858.

Feb. 26 — "Keeping in Touch: A Survey of Onboard Communications," another seminar by Marilee Shaffer. Oakland YC, 10 a.m. to 2 p.m., \$10 fee. RSVP, (510) 522-6868.

Feb. 26-27 — First of two IRC Measurement Weekends,

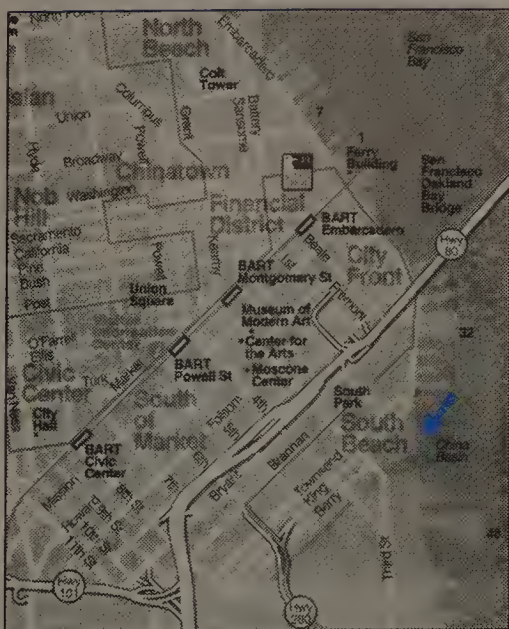
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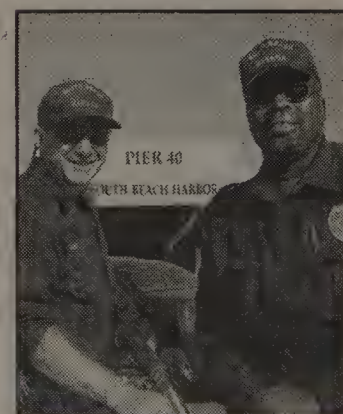
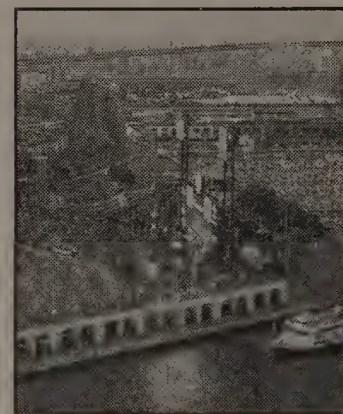
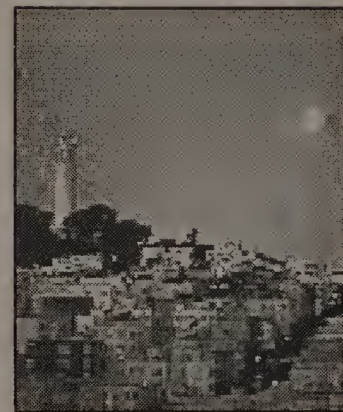
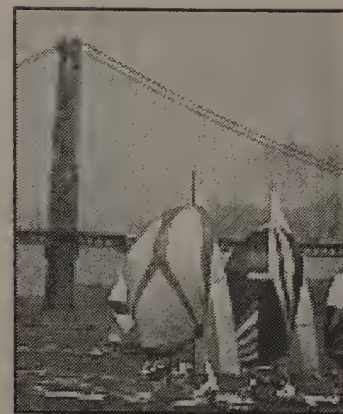
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Sail through the desert. The stunning contrast of calm blue water against the arid backdrop of the Baja Peninsula seems surreal at first. Effortlessly you sail past impossibly rugged terrain. Thick forests of Cardon cactus cling to the jagged slopes around you. The Sea of Cortez offers easy navigation, sand-bottom anchorages and a protected cruising area both winter and summer. You are surrounded by deserted islands, quiet beaches, mountains and magnificent scenery. Hiking, snorkeling, diving, whale watching, fishing and bird-watching are almost as rewarding as sailing here. You're certain to have plenty of company here – a seagoing escort of thriving wildlife. Visitors are mesmerized by the company of migrating whales, dolphins and majestic manta rays. Expect the raucous serenade of sea lions basking on shore. Beyond their echoes is the quiet desert world of craggy mountains and cactus forests. Sail among the uninhabited islands and well-protected anchorages combining reddish-gold mountains and sapphire-blue water. Counter this seclusion and tranquility with fine dining, night life and shopping in La Paz and you've got one of the most enjoyable and rewarding sailing vacations possible.

Cost per person is just \$1,595 for members or \$1,795 for non-members and includes airfare, lodging and provisions. To reserve your spot, call and place a deposit of \$495. The balance will be due March 1, 2005. Don't delay, this trip will fill up fast!



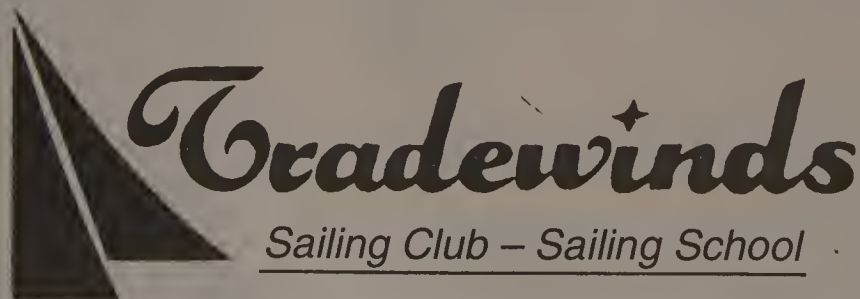
Tahiti

September 8-17, 2005

Call to reserve your spot today!

Only by boat can you truly experience the magic of the Leeward Islands of Tahiti. Sail tranquil lagoons in the shadows of volcanic peaks just as ancient Polynesians did in outrigger canoes. Let trade winds scented with the fragrant mix of orchid, frangipani and vanilla carry you to the islands that have cast their mesmerizing spell on writers, painters and centuries of sailors. Discover a place unspoiled by modern times and seemingly reserved just for you, where barrier reefs offer protection from a hectic world. Like generations of seafarers before you, you'll experience the gracious welcoming traditions of the gentle people of these islands. Ponder the source of a towering waterfall and marvel at the sacred site of an ancient temple. Drift above the dazzling reefs, impossibly rich with exotic colors. Anchor on a motu, a vegetated islet on a reef, and watch a sunset reflected in a placid lagoon. Gaze out upon a distant horizon and, like Fletcher Christian, you just may wish to stay forever.

Cost per person is just \$2,895 for members or \$3,095 for non-members and includes airfare, lodging and provisions. To reserve your spot, call and place a deposit of \$495. The balance will be due July 1, 2005. You can make six payments of \$400 each month starting February 1, 2005 if you prefer.



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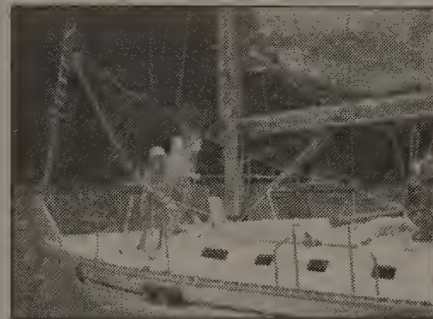
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Tradewinds has graduated thousands of qualified sailors with its high caliber instruction program. Certified by ASA, the Tradewinds instruction program provides the best instruction available anywhere on a fleet of brand new boats. Tradewinds is also an ASA national instructor certification facility. Our students and teachers can be found sailing the Bay every day and cruising exotic ports around the world.



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Guaranteed. For more than 40 years, Tradewinds has focused on value! We love sailing and want to share it with as many people as possible. It's this dedication and passion that gives us the commitment to do more for you for less. We're not trying to sell you the most expensive program on the Bay or fancy clubhouse, just a simple, easy, inexpensive way to get out and enjoy sailing's magic. Nobody else offers a three-class package of Basic Keelboat, Coastal Cruising and Bareboat Chartering – all for as little as \$1,095!*

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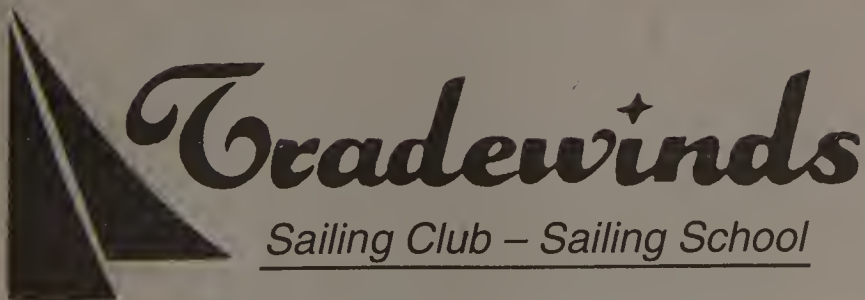
We teach classes all year long, seven days a week in sunny Pt. Richmond, where there's no fog, no waves and no foul weather gear required. As most classes have only four students, you get plenty of time at every position and for learning every skill, along with a great personal instruction and feedback. Give us a call and tell us what works best for you!



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Tradewinds offers a congenial atmosphere where you'll make friends and enjoy yourself. We have sailing events on the Bay and worldwide sailing vacations. "They made me feel like one of the family," said Robert McKeague.

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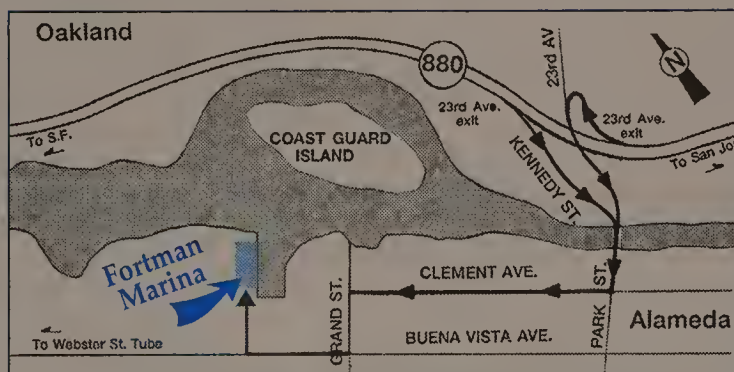


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either at Pt. Richmond, Alameda, or Sausalito, depending on sign-ups. Limited to 20 boats, so reserve your slot as soon as possible by emailing IRC_NORCAL@hotmail.com.

Feb. 28 — Pacific Puddle Jump Party at Vallarta YC in Paradise Village, PV. Details, andy@latitude38.com.

Mar. 5 — North U. Cruising & Seamanship Seminar at Tiburon YC, \$135 tuition. Info, www.NorthU.com or (800) 347-2457.

Mar. 5 — Sail-A-Small-Boat Day at Richmond YC, a free and fun opportunity to test sail a bunch of dinghies. Gail Yando, (510) 232-6310.

Mar. 5 — "All Charged Up," a day-long seminar covering the DC charging system, including wind and solar generators. \$149 tuition. Nelson's Marine, (510) 814-1858.

Mar. 5-6 — IRC Measurement Weekend #2. See above.

Mar. 6 — North U. Weather for Sailors Seminar at Tiburon YC, featuring Bill Biewinga. \$175 tuition. Info, www.NorthU.com or (800) 347-2457.

Mar. 9-13 — Sacramento Boat Show at Cal Expo, NCMA/SVMA, (510) 834-1000.

Mar. 12 — "AC/DC Electric," another all-day seminar at Nelson's Marine. \$149 tuition. Info, (510) 814-1858.

Mar. 23 — Gary Jobson, the most trusted man in sailing, will kick off this year's Corinthian YC Speaker Series. Details, www.cyc.org/speakers.

Apr. 13-17 — Strictly Sail Pacific (formerly Sail Expo). Same great boat show, same location (Jack London Square), new name. Save the dates! Info, www.sail-america.com.

Racing

Jan. 29 — SSS Three Bridge Fiasco, the most diabolical and entertaining race on the Bay. Info, www.sfbaysss.org.

Feb. 2, 1985 — It Was Twenty Years Ago Today, from Shimon Van Collie's article *Puerto Vallarta Race*:

With all the speedsters entered in the eighth biennial Marina del Rey to Puerto Vallarta race, which started on February 2, it's not surprising that the elapsed time record fell. Richard Daniels of Long Beach YC steered his new MacGregor 65 *Joss* to a new standard of 4 days, 23 hours and 14 minutes — five hours faster than *Ragtime* completed the 1,125-mile course in 1977. Daniels was a co-skipper on *Ragtime* as well, so his triumph was all the more sweet.

Not only did *Joss* break *Ragtime*'s mark, but so did the 84-ft *Christine*, another MacGregor 65 called *Cheval*, and the Holland 67 *Charley*, the 1983 TransPac winner under charter to Seattle's Kim Frinell. Thirteen boats finished within 24 hours of *Joss*, another record. Northerly winds, ranging from northwest to northeast and sometimes reaching as high as 35 knots, powered the fleet, which included five of the new, narrow Mac 65s and an equal number of Santa Cruz 50s.

El Cerrito's Chris Klein crewed on one of the latter, Lu Taylor's *Racy II*. He reports that the breeze was not only plentiful, but cold as well. "I wore foul weather gear and a warm coat the whole way," says Chris, "even as we were beating up the bay to the finish at Puerto Vallarta. Duane Higbee (another *Racy II* crewmember) has done 18 Mexico races and he says this was the coldest one he'd ever been on!"

Chris adds that *Joss* was one of the few boats to go west of Catalina Island in the early part of the race, a move which netted them big gains. There was also a lot of close reaching, a condition the MacGregor 65s seemed to like. Designer Roger MacGregor was obviously pleased with his new creation's performance, and reportedly was working on an improved version while he sailed his own 65, *Anthem*, in the race.

On corrected time, however, the 65s lost out to Mark

SIGN UP FOR THE 2005 RACING SEASON

Entry Form
Next Page!

YRA offers you a choice for racing both on the Bay and local ocean:

Handicap Racing: (HDA) Handicap Divisions Association

Bay racing on various courses for boats with PHRF handicap ratings

HDA DIVISIONS are invited to race in the OYRA Crewed Lightship II race on July 30, 2005, for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race. HDA Fleets registering at least 5 racers PRIOR TO JANUARY 31, 2005, may request to be scored separately. This is not counted toward your HDA Season scoring and you cannot qualify for the OYRA Season Championship. However, you must register for the Lightship II at the time you register for the season. An entrant registering after the HDA season entry form has been received by the YRA office will be charged the \$50.00 individual racing fee.

Divisions are determined by grouping similarly rated boats.

Division assignments are determined from all entries available, approximately two weeks before the Vallejo Race. Early entry is strongly encouraged.

A current NCPHRF certificate is required

One-design Class Racing: (ODCA) One Design Class Association

Bay racing for 11 qualifying one design classes

Class membership is required

The Vallejo Race and the Second-half opener are included in the ODCA Season Racing if the individual Class has so specified on their race schedule.

If your class is not racing individual entrants must register separately and pay the \$50.00 individual racing fee.

Occasionally an OYRA or HDA race is included at no additional charge if specified by a class.

Offshore Racing: (OYRA) Offshore Yacht Racing Association

Approx 10 Ocean races ranging from 15 to 51 miles in length

PHRO – crewed boats 35 feet and over

MORA – crewed boats under 35 feet

SHS – single- and double-handed boats

One Design fleets who include ocean courses

A current NCPHRF certificate is required. Entry MUST INCLUDE a signed copy of OYRA MINIMUM EQUIPMENT REQUIREMENTS.

(See www.yra.org/OYRA for forms or call YRA office.)

OYRA DIVISIONS are invited to race in the Vallejo Opener for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race with your fleet in this race. This is not counted toward your OYRA Season scoring and you cannot qualify for the HDA Season Championship. However, you must register for the Vallejo Race at the time you register for the season. An entrant registering after the OYRA season entry form has been received by the YRA office will be charged the \$50.00 individual racing fee.

Wooden boats: (WBRA) Wooden Boat Racing Association

Bay racing for Bird Boats, Folkboats, IODs and Knarrs

Class membership required

The WBRA is a Golden Anchor member in US Sailing and has included US Sailing membership dues in its entry fee.

GENERAL INFORMATION FOR ALL FLEETS

THE DEADLINE FOR LIGHTSHIP I RACE ENTRIES WITHOUT LATE FEES IS 5:00 PM, Monday, March 07, 2005.

Between March 7 and March 14, 2005, a \$35.00 late fee must be included with your entry.

From March 14 to March 16, 2005, a \$75 late fee is required. After 5:00 PM March 16, 2005, NO ENTRIES WILL BE ACCEPTED.

THE DEADLINE FOR VALLEJO RACE ENTRIES WITHOUT LATE FEES IS 5:00 PM, Monday, April 18, 2005.

Between April 18 and April 25, 2005, a \$35.00 late fee must be included with your entry.

From April 25 to April 27, 2005, a \$75 late fee is required. After 5:00 PM April 27, 2005, NO ENTRIES WILL BE ACCEPTED.

Note: **The deadline for all other race registrations is 5:00 PM, the Monday prior to the race.** This means that all entries, fees, and appropriate rating certificates must be at the YRA office, **not in the mail.** No entries will be accepted after 5:00 PM on Wednesday. A \$35.00 late fee must accompany any application received between by 5:00 PM on Monday and 5:00 PM on Wednesday. A valid NCPHRF (Northern California Performance Handicap Racing Fleet) certificate **is required** for HDA and OYRA entries. NCPHRF certificates must be on file at the YRA office by 5:00 PM the Monday prior to the race. The rating fee is \$40 for a new certificate (any certificate not having a previous rating or a certificate that has not been renewed within the last year) and \$30 for a renewal (boats renewing year 2004 certificates).

YRA SSI'S, Entry Forms, and NCPHRF Certificate rating applications are available from the YRA office and on the YRA Web site at www.yra.org. Race Instructions for the 2005 racing season will be posted on the YRA Web site approximately **two weeks** before the first race for each Charter Association. Those individuals needing **MAILED** copies of the Race Instructions must so indicate by filling out the appropriate forms included in the entry package during registration. If all or parts of the SSI's and Race Instruction packet are lost, duplicates are available from the YRA office for \$5.00. There are no refunds.

YRA sailing membership and membership in a YRA member yacht club are required to register a boat for any YRA qualifying race. There is a two-month grace period for yacht club membership.

Please fill out your entry form completely. Sign, date and return it to the YRA office along with your check payable to the YRA.

A single check is acceptable for both your PHRF RENEWAL FORM and your ENTRY FORM.



YACHT RACING ASSOCIATION

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YEAR 2005 YRA ENTRY FORM

YACHT NAME _____

BOAT TYPE: _____

MARINA _____ Berth _____ Sail # _____

Name _____

Address _____

City _____ ST _____ ZIP _____

Home _____ Office _____

Fax _____ Email _____

☐ YRA Sailing Member Number Year Number

☐ US Sailing Member Number *

*Yacht Club **Required when claiming US Sailing membership

*YRA Member Club required to race in YRA races Skipper's Jacket Size

YRA SUMMER SERIES

This form must be completed for any yacht intending to sail in any YRA race.

YRA of San Francisco Bay Sailing Membership (Required to enter any YRA race) **\$40.00**

One Design Class Association (ODCA) \$150 ODCA ☐

Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included) \$165 WBRA ☐

Handicap Division Association (HDA) \$155 HDA ☐

Ocean Yacht Racing Association (OYRA) Entry MUST include signed copy of OYRA \$160 OYRA ☐

Minimum Equipment Requirements. See www.yra.org/OYRA or call office for copy.

For OYRA CIRCLE ONE of the following PHRO-over 34 ft MORA-34 Ft and under SHS-1 or 2 crew

DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - March 7 W/O LATE FEE of \$35.00/\$75.00 after

March 14, 2005.

HDA racers wishing to race the additional Lightship II race, please check box and add \$5.00. HDA ☐ Lightship II - July 30

OYRA racers wishing to race the VALLEJO race please check box and add an additional \$5.00. OYRA ☐ Vallejo Race - Apr30/May 1

NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES Non-US SAILING-SEASON RACERS ONL \$15.00

SINGLE RACES: Not included in Fleet Season Racing = \$50 (\$55 Non US Sailing) NAME AND DATE OF RACE(S) REQUESTED **\$50 or \$55 circle one**

PHRF RENEWAL \$30 (RENEWAL OF 2004 CERTIFICATE) PHRF _____

PHRF NEW \$40 (NEW PHRF 2005 CERTIFICATE) PHRF _____

TOTAL

YRA Associate Membership (For YRA Certified/Club Race Officers and Candidates who are NOT currently a racing member of a YRA Chartered Association \$15.00)

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE. A \$35 late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP I (3/19/05) HDA KNOX (4/16/05), AND THE VALLEJO RACE (4/30-5/1/2005), are exceptions. Lates fees begin on 3/07/2005; 4/4/2005, and 4/18/2005 respectively. Entries received for LIGHTSHIP I after 5:00PM on 3/14/05 incur a \$75.00 late fee. Entries received for HDA KNOX after 5:00PM on 3/11/05 incur a \$75.00 late fee. Entries for VALLEJO after 4/25/05 incur a \$75.00 late fee. No Applications will be accepted for any race after 5PM on WEDNESDAY preceding the race. IF YOU ARE A PHRF RACER PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2005.

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to: Yacht Racing Association (YRA)

Office use only YRA Member Year/Number PHRF rating seconds per mile. Date PHRF last Issued
Check Number _____ Amount PD _____ INST _____ Received in office _____



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CALENDAR

Bleiweis' SC 50, *Rocket*, the only one of the 50s to compete in the PHRF division. According to race official Tom Redler of the host Del Rey YC, Bleiweis had entered the race specifically to challenge the 65s.

Handicap honors in the IOR fleet went to Larry Harvey's Nelson/Marek 49, *Crazy Horse*. Redler says Harvey recently divorced his wife Brooke Ann, after whom the boat was originally named, and whose fetching painted image adorned the stern. Those graphics have been replaced by a nubile Indian lass to match the current name. Second in IOR was Monte Livingston's more demure *Checkmate*, the Peterson 55, and Reuben Vollmer's SC 50 *Elusive*.

Two mishaps occurred during the race, but both were resolved without lasting damage. On the final approach to Puerto Vallarta, William Goodley's Contessa 43, *Dakar*, violated the restricted zone around the Tres Marias penal colony, Mexico's version of Devil's Island. Goodley evidently figured he could get through the area without being detected, but the wind died, and a government boat came out to ask them to leave immediately. Goodley responded that he couldn't start his engine because he was entered in a yacht race. The *federales* then took *Dakar* into tow, but halfway to the penal colony their engine died. Goodley had to fire his up and give the Mexicans a tow in!

The other incident involved Robert Magoon's Peterson 40, *Racy*, from the St. Francis YC. A battery charging problem left the Bay Area boat without electricity after the fourth day, wiping out their radio and electronic navigation aids. Overcast skies further screwed things up, preventing Magoon from getting any celestial sights. They eventually made landfall 40 miles south of P.V. and had to backtrack to the finish line.

To further aggravate the situation, a Mexican ferry boat reported a Mayday signal from a boat they tentatively identified as *Racy*. Before a full scale search and rescue could be launched, though, the white-hulled sloop crossed the finish line, and race organizers breathed a sigh of relief. Unaware of the commotion, Magoon reported having a pleasant detour down the coast and being very thankful for a cold beer!

Feb. 4 — Pineapple Cup, 811 miles from Ft. Lauderdale to Montego Bay, Jamaica. The record to beat is 2:23:05, set by *Zephyrus V* in 2003. Info, www.montegobayrace.com.

Feb. 5 — Oryx Quest 2005 begins from Doha, Qatar. See Sightings for a brief preview. Follow the two-month circumnavigation at www.qtsel.com.

Feb. 9-10, 1995 — Ten Years After, from a *Racing Sheet* article titled "Puerto Vallarta Race."

If you missed Del Rey YC's 'lucky' 13th biennial Puerto Vallarta Race, don't feel too sorry for yourself. To get right to the point, the 1,125 mile race was slow — ugly slow — for the four PHRF 50-footers and six ULDB 70s, which sailed out of Marina del Rey on February 9 and 10, respectively. The course record — 4 days, 23 hours, set in '85 by the MacGregor 65 *Joss* — was never remotely threatened. In fact, the only records set were for the least amount of boats ever entered in this well-run race (10) and the fewest to finish (7).

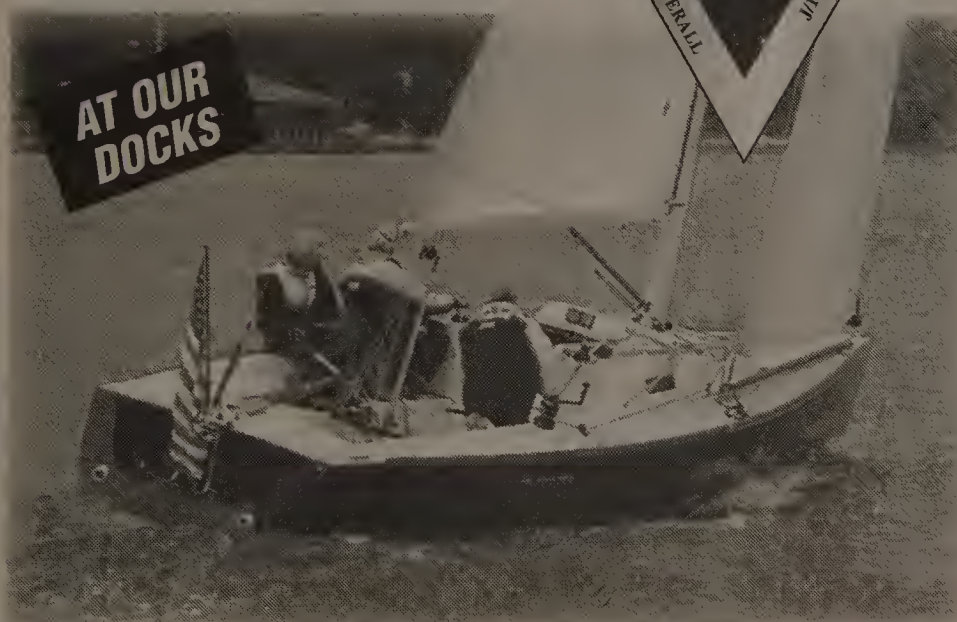
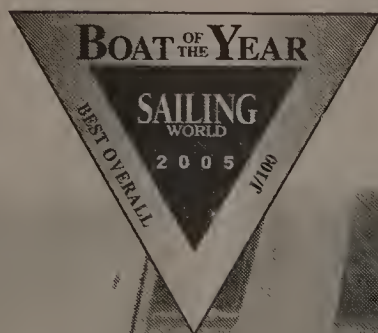
Conditions were mostly light and variable, which seemed to favor staying near the rhumbline. The PHRF boats spent the first few days bouncing upwind with #3s in bumpy seas, conditions the sleds never experienced. As that storm front passed through, it created the first of several gigantic holes. The breeze eventually filled in, and the tiny fleet ran downwind in light air until the next major parking lot south of Mag Bay, where some crews enjoyed swimming as their boats did 360s. Two boats, *Victoria* and *Whistle Wind*, threw in the towel about then and motored into Turtle Bay. A bit later, *Kath-*

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mandu pulled the plug and motored into Cabo San Lucas.

"We thought about quitting, too," admitted *Morning Glory* navigator Mark Rudiger. "I imagine everyone did. At that point, we were looking at an eight-or-nine day trip."

Fortunately the 'normal' 16-18 knot northwesterly eventually filled in, propelling the shrinking fleet past the Cape on a power reach towards PV — and headlong into the next hole. Each time the lead boats, *Morning Glory* and *Mongoose*, ran out of breeze, their fleets would compress up to them. "We owed *Bay Wolf* nine hours, and they kept coming right back up to us," lamented Rudiger. "It was so frustrating! But they sailed really well, especially in cutting the corner close to Cabo and getting to the breeze coming out of the Sea of Cortez."

The most exciting moment of *Morning Glory*'s race occurred one morning when their liferaft accidentally inflated below. It trapped the off-watch in their bunks and pinned Charles Whitten against the lit stove, breaking off the propane bottle. The crew briefly contemplated knifing the raft, but Rudiger — who had 'seen this movie' once before — located the release valve before the thing was fully inflated.

"It's pretty funny in retrospect, but at the time it scared the bejesus out of us," related John Sweeney. "This huge thing was hissing and growing bigger, and we weren't sure if it would explode from being near the stove, blow out the bulkheads, or what. It took us about an hour to beat it into submission."

Morning Glory held off the 70s to finish first after seven and a half days. The sleds rolled in beginning three hours later, making their trip a bit over six and a half days. *Mongoose*, which led most of the race, fended off a late challenge from *Grand Illusion* and *Holua* to claim sled honors by half an hour. Sailing with *Mongoose* owner Joe Case was an illustrious group including Jay Crum, Zan Drejes, Mike Howard, Bill Menninger and Dee Smith.

Feb. 11,16,17,18 — Staggered starts of the 18th Marina del Rey-Puerto Vallarta Race, usually followed by lots of staggering after the finish. Info, www.dryc.org.

Feb. 19-20 — 76th Southern California Yachting Association Midwinters. All classes invited. Info, www.scya.org.

Mar. 4-6 — 25th Heineken Regatta at St. Maarten. Info, www.heinenekeregatta.com.

Mar. 5-6 — Spring Keel Regatta for Melges 24s, Moore 24s, J/24s and Express 27s. StFYC, (415) 563-6363.

Mar. 10-13 — Acura Miami Race Week, a new regatta to replace the late, great SORC. Info, www.premiere-racing.com.

Mar. 12-13 — Big Daddy Regatta. PHRF and IRC racing, plus the usual shoreside antics. RYC, (510) 237-2821.

Mar. 12-13 — Spring Dinghy Regatta for Lasers, Laser Radials, Finns, Vanguard 15s, 29ers, 420, windsurfers, Bongos (*Pegasus Racing* owns five), and any dinghy class that shows up with six or more boats. StFYC, (415) 563-6363.

Mar. 12-15 — Banderas Bay Regatta, a free, low-pressure event held out of Paradise Village, PV. Info, www.banderas-bayregatta.com.

Mar. 18-20 — San Diego NOOD. Info, www.sdy.org.

Mar. 19 — OYRA/StFYC Lightship Race, the first ocean race of the new season. YRA, (415) 771-9500.

Mar. 19-20 — Newport-Cabo Race, back by popular demand. Newport Harbor YC, www.nhy.org.

Mar. 19-20 — Spring One Design Regatta for Farr 40s, J/120s, Express 37s, and J/105s. StFYC, (415) 563-6363.

Apr. 22 — 58th Newport-Ensenada Race, sponsored by Lexus. Info, www.nosa.org.

Apr. 30-May 1 — Vallejo Race. YRA, (415) 771-9500.

July 11,15,17 — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. Info, www.transpacificyc.org.

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46' J/46, '00, <i>Beauty</i> *	Reduced 515,000
45' Hunter Legend, '88, <i>Fairwind</i> *	Pending 120,000
44' Mason, '98 *	\$350,000
43' Saga, '02, <i>Wind Shear</i> *	Reduced 295,000
43' J/133, '04 *	Inquire
42' J/42, '99, <i>Fine-a-lee</i> *	309,000
42' Moody, '01, <i>Jezebel</i> **	295,000
41' J/41, '85, <i>Sequoyah</i> *	New Listing 49,000
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40' J/120, '98, <i>Zippity Doo Dah</i> *	270,000
40' J/120, '97, <i>Splash</i> **	200,000
40' Farr, '86, <i>Rascal</i> **	149,500
40' Wilderness 40, '87, <i>Falcon</i> *	Reduced 46,000
38' Tartan 3800 OC, '99, <i>Companera</i> *	199,000
38' Sydney, '01, <i>Cool Man Cool II</i> *	218,000
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35' Schock 35, '86, <i>Kathmandu</i> *	45,000
35' Schock, '91, <i>Fancy Free</i> **	48,000
35' Schock, '85, <i>Rivalry</i> **	New Listing 34,000
35' Cal MkII, '80, <i>Calliope</i> **	45,500
34' Farr 10.20, '89, <i>Hagar II</i> *	Reduced 58,000
33' J/33, '90, <i>Trigger</i> *	Reduced 45,500
33' J/33, '88, <i>Zapped</i> **	49,500
33' Beneteau 331, '03, <i>La Bella</i> *	112,500

32' J/32, '02, <i>Loon</i> *	168,000
31' Dufour, '75, <i>Reverie</i> **	New Listing 37,500
30' Olson, '80, <i>Enigma</i> *	18,500
30' Melges, '96, <i>Max Q</i> *	75,000
29' J/29, '83, <i>Ex</i> **	22,900
29' J/29, '84, <i>Zulu</i> *	25,000
27' Raider 790, '03 *	80,000
26' J/80, <i>Wahoo</i> *	29,900
25' B-25, '92, <i>Blood Vessel</i> *	Reduced 17,000
24' Blu Sail, '03, <i>Phydeaux</i> *	Reduced 26,000
24' Melges, '93, <i>Tikanga</i> **	New Listing 22,500
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CALENDAR

July 31-Aug. 6 — Waikiki Offshore Series. Info, www.waikikioffshores.com.

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 2/13, 3/20. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays through 3/27, except during BYC Mids. Paul, (510) 540-7968.

BERKELEY YC — Midwinters: 2/12-13. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2005: 2/19-20. CYC, (415) 435-4771.

ENCINAL YC — Jack Frost Series: 2/19, 3/19. David LeGrand, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 2/5, 3/5. Gary Salvo, (916) 363-4566.

LAKE MERRITT SC — Robinson Memorial Midwinters: 2/12, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 2/6, 2/20. Ted or Diane, (510) 769-1414.

RICHMOND YC — Small Boat Midwinters: 2/6, 3/6. Kers Clausen, (510) 237-1307.

SANTA CRUZ YC — Midwinters: 2/19, 3/19. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 2/6, 3/6. George Shea, (415) 332-8923.

SOUTH BAY YRA — Winter Series: 2/5, 3/5. Jim Benson, benson95033@hotmail.com.

SOUTH BEACH YC — Midwinters: 2/12, 3/12. Sherry Nash, (650) 552-9260.

TREASURE ISLAND SC — Vanguard 15 Midwinters: 2/26, 3/26. Catherine King, sailflat@earthlink.net.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attr: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

February Weekend Currents

date/day	slack	max	slack	max
2/05Sat		0044/1.6E	0343	0641/2.4F
	0925	1259/5.1E	1705	2015/3.8F
	2339			
2/06Sun		0144/1.9E	0443	0739/2.7F
	1024	1355/5.5E	1757	2105/4.2F
2/12Sat		0038/3.7F	0348	0631/3.7E
	1009	1258/3.1F	1601	1848/3.5E
	2224			
2/13Sun		0120/3.2F	0427	0719/3.7E
	1111	1400/2.7F	1707	1939/2.7E
	2311			
2/19Sat		0148/1.3E	0417	0709/1.9F
	0941	1316/3.8E	1716	2031/3.2F
	2337			
2/20Sun		0220/1.5E	0502	0754/2.2F
	1030	1359/4.1E	1757	2109/3.3F
2/26Sat	0239	0522/3.3E	0844	1139/2.8F
	1437	1737/3.6E	2059	
2/27Sun		0000/3.0F	0305	0602/3.5E
	0927	1223/2.7F	1526	1820/3.1E
	2128			

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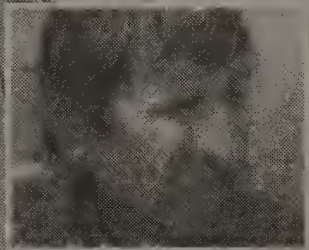
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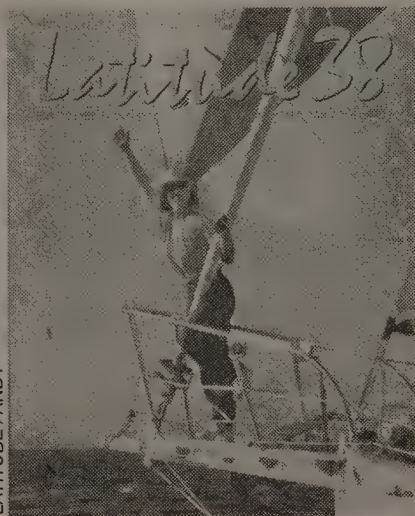
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LETTERS

|| LINDA HILL IS THE COVER GIRL

I just wanted to let you know that the boat on the cover of your January issue is actually the Hans Christian 33 *Nakia*, not the Bounty II *Nala Setia*. The Redwood City-based *Nakia* is owned by John Gratton and his wife Linda Hill, and that's her on the bow. I talked to them over the SSB this morning, and they were somewhere in the vicinity of Zihuatanejo.

Rick Dalton
Iowa



LATITUDE / ANDY

That's actually 'Nakia', not 'Nala Setia', and that's Linda Hill on the bowsprit.

of *Nakia* on the cover of the January issue. We can tell it's not *Nala Setia*, because having started this magazine aboard a *Bounty II*, we know they don't have bowsprits. Our apologies all around.

|| IS THE CREWMAN EVEN PARTIALLY RESPONSIBLE?

I value your opinion very much, and would like to know your view on a question. I recently took three people out on my *Islander 30* for a daysail, and upon returning to the dock to drop some people off, the person at the helm backed the boat over a dinghy pennant. This caused the 3/4-inch propshaft to become bent 1-1/2-inch off center. I'm told it will cost about \$1,500 to haul the boat out and get it repaired.

My question is this: Is the crewman who was at the helm responsible — even partially — to help pay for the repair? Or am I just out of luck? Others on board agree that the person at the helm acted negligently in his handling of the boat, and I agree with them.

I have no hull insurance, and can't get it because my 1974 sloop is too old.

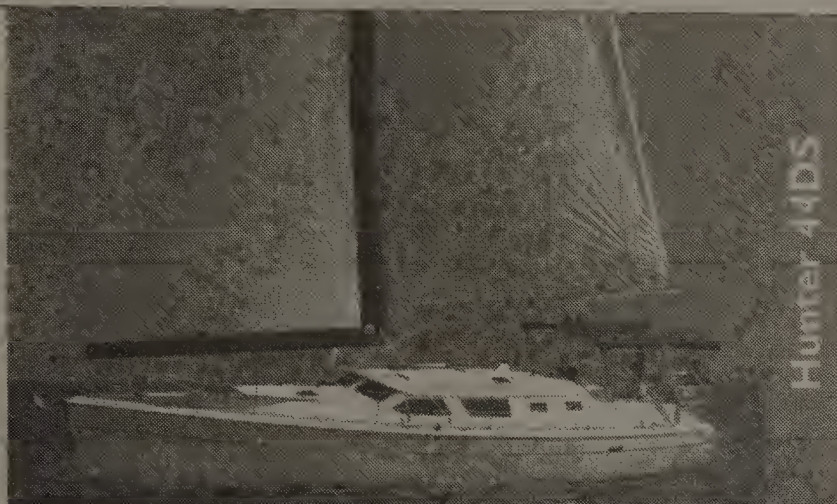
Charlie Ellery
San Diego

Charlie — That's a terrific question. We know we're going to disappoint you, but in our opinion we're financially responsible for stuff that gets wrecked on our boat — even if it's caused by a crewmember doing something really stupid. Sometimes it hurts just a little, such as when a winch handle gets dropped overboard. Sometimes it hurts medium, as when somebody spills red wine on a new settee cushion. And sometimes it really hurts, as when somebody lets the boat heat up too much and the spinnaker ends up in pieces. No matter the level of pain, we've always accepted that it's just part of the cost of owning a boat.

Needless to say, most people who've made boo-boos have felt the same way. But not all. We've had several people replace winch handles or blocks they've dropped overboard. One woman who lost control of the boat and tore a chute cried about it for an hour. That was the worst, because not only did we lose the chute, but we also had a really fine crewmember feeling guilty for a couple of days.

Anybody else care to speak to this issue?

HUMAN BODY 66% WATER, EARTH 70%



PERFORMANCE AND VERSATILITY

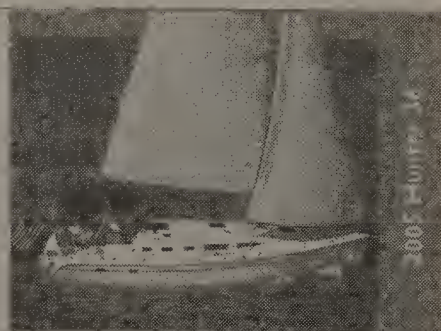
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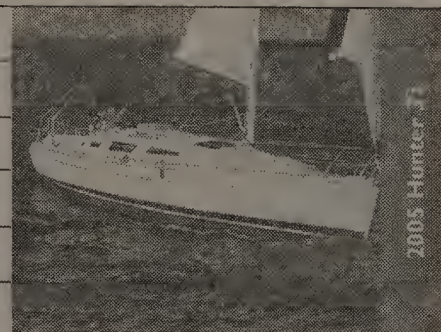
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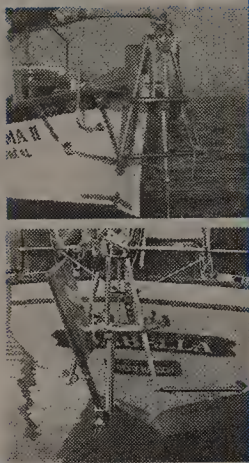


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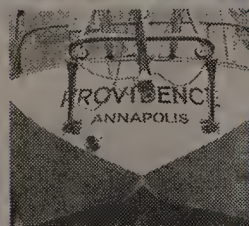
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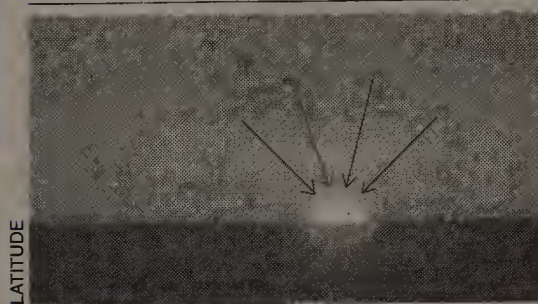
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LETTERS

↑↓GREEN SYRUP RUNNING DOWN THE SIDE OF THE SUN

Green flashes sure as heck are real, and we've seen them many times. The best bet is when the horizon is clear, but we've also seen them under clouds. If you really want a good



It doesn't show up so well in B&W, but these arrows show the extent of a typical green flash.

view of a green flash, look at it through binoculars instead of through the naked eye. It looks like green syrup has been poured over the top of the sun and is running down the sides. No kidding — and it

lasts longer, too. But you need to be very careful to only look at the sun at the very last instant so as not to damage your eyes.

Ronn & Alice Hill
Windlassie
San Rafael

↑↓STABILIZED BINOCULARS WOULD HELP

A reader named Zolt wrote in asking if anyone had used stabilized binoculars. We've used our Fujinon Techno Stabi Binoculars for four years of ocean sailing. The binoculars have two motion compensation systems: one for hand shake, one for sea state. We highly recommend these 14x40 binocs. Even at twice the optical power of our Steiner 7x50s, they are generally easier to use in a seaway because of the stabilization. The street price is roughly \$1100. For more information, visit www.fujinonbinocular.com.

The Canon stabilized binoculars that Zolt tested — and wasn't impressed by — use a stabilization system similar to a consumer video camera. As such, they are effective at compensating for hand shake, but are not so successful at dealing with sea state.

Steve Darden
Adagio, Morrelli & Melvin 52 catamaran
Sydney, Australia

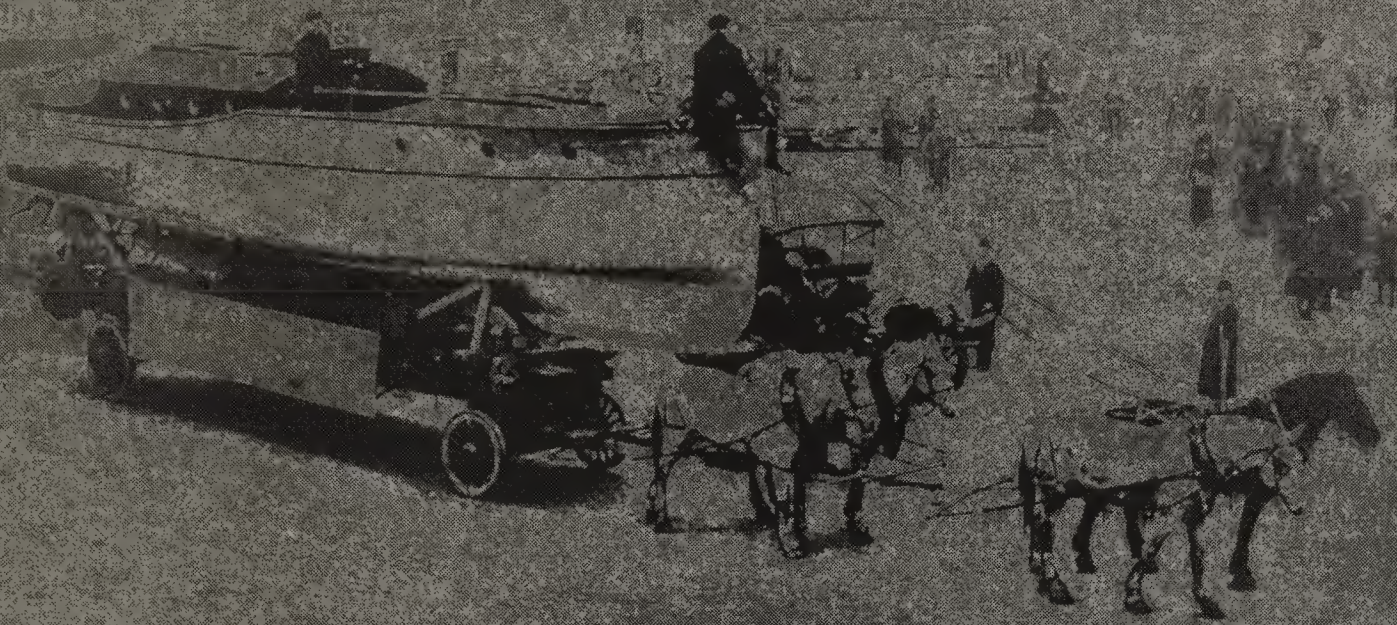
↑↓REALIZING WHAT'S REALLY IMPORTANT

I read *Latitude* every month, enjoying it thoroughly, and I am very happy for your success. I was raised sailing on San Francisco Bay and Lake Merritt. My family raced the Hurricane class sloop *Windfall* in YRA for Aeolian YC in the '50s and '60s. My dad, Charlie DeLauer, who is now 87, spent one day per week working on the boat in order to sail one day per week. He also worked seven days a week to support a family and build a business. My mom, Natalie DeLauer, now 82, who couldn't swim, was nonetheless always with us on Opening Day. She kept herself busy by making sandwiches.

I had incredible days sailing my *El Toro No Sweat* on Lake Merritt. With my sailbag over my shoulder, I rode my bike to the boathouse in the morning, anxious to sail and have fun with my sailing friends. And boy, did we have fun! Remember you guys? I have continued sailing, and have owned the same beautiful little International Folkboat since 1979.

Wow, I just realized that my original intention was to comment on your article about a sailboat almost crossing between a tug and a barge. That's important, but not as important as my using this letter to thank my mom and dad for introducing me to sailing. (And my dad for introducing me to

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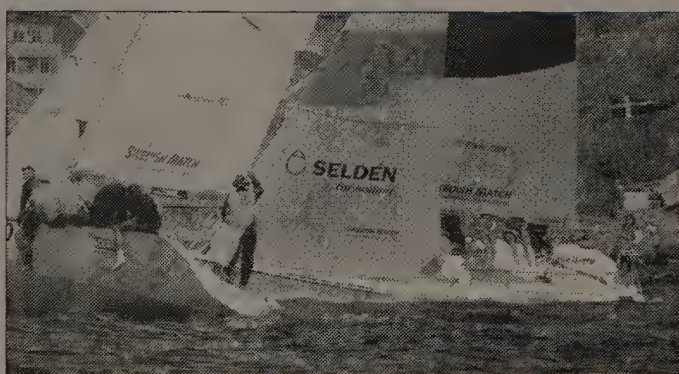
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Bud DeLauer
International Folkboat
Northern California

↑↓ CALIFORNIA BOAT TAX

I've read much about California sales tax and such on used boats. The only thing I've never heard is how much it is. I've also heard rumors as to some new taxes for boats. What gives?

Chad Evans
Ericson 25
La Crosse, Wisconsin

Chad — If you buy a new boat in California, you pay the regular sales tax for the county you bought it in. In Marin County, it's 7.25%. It can be slightly higher in other counties to pay for things like BART. If you buy a boat outside of the state and bring it into California, you pay use tax at the same rate as sales tax.

In addition, each year boatowners have to pay personal property tax on the assessed value of their boats. It's generally a little over 1%, but depends on the city, not county. In Berkeley, for example, the rate is 1.2748%. In Alameda, which, like Berkeley, is in Alameda County, the rate is 1.1203%.

As you might expect, not everyone is crazy about paying taxes, particularly given the sometimes carefree way in which governments tend to spend money. As such, there are many strategies employed for avoiding sales, use and personal property tax. For most boatowners, the tax avoidance schemes would cost more than they would save, but for some the savings can be many thousands of dollars. To our knowledge, there are no new taxes proposed that are specific to boats.

↑↓ THE STATE BOARD WON'T LET GO

We bought *Utopia*, our Jeanneau 45, from Sunsail in Paris, and took delivery in June of 2002 in Martinique, French West Indies. Everything went very smoothly with the purchase. I sailed the boat to Ft. Lauderdale, and for the next seven months had some work done on the boat.

In January of '03, I received a bill from the California State Board of Equalization for over \$6,000 dollars! They said this was sales tax on the purchase of the boat. If I did not want to pay the tax, I had to prove — with receipts — that the boat was out of California from June through September.

Well, I had trouble coming up with receipts necessary to please the Board of Equalization. To this date they still haven't made a decision as to whether they will grant me an exception. Every day they do nothing is causing the interest I might possibly owe to add up. We are now potentially on the hook for \$8,000! When I complain, they respond that they are understaffed. When I've provided information, I've been told it was what they needed — only to have the next person tell me that they needed more.

The only reason the Board of Equalization knows about the purchase is that I documented the boat using my home address of Hermosa Beach. I am now in Puerto Rico starting the cruising season, and won't be home until June. And all along, the potential interest keeps mounting. The State Board of Equalization never lets go.

P.S. Hope to see you in St. Barth!

John & Tynthia Tindle, & Mattie the boat dog
Utopia, Jeanneau 45
Caribbean / Hermosa Beach

John and Tynthia — It was great seeing you in St. Barth.

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We were going left, and it was very lonely. All day long, it was right, right, right... clearly the favored side as the sea breeze filled in. But as we turned upwind for the last beat we could see the cumulus clouds getting blown off. We remembered the signs from the North U. Weather for Sailors Seminar. Now we're first to the left, first to the new wind, first to finish. *It's lonely at the top.*

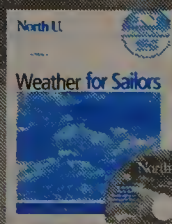
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LETTERS

We got a great photo of you two that we'd run right here — if we hadn't screwed up and reformatted the memory card before downloading.

It seems pretty odd that the State Board of Equalization isn't willing to accept your evidence, as the boat has obviously never been to California. But try and prove a negative, right? It just goes to prove the critical importance of leaving a big, fat paper trail.

IS IT MANDATORY TO USE A SHIP'S AGENT IN MEXICO?

A longtime and loyal reader, I've sailed many miles on the Pacific Coast of Mexico, so I've done more clearing in and out of ports than I care to remember. Depending on location, I could usually accomplish the task in 1.5 to 2.5 hours, and wouldn't have to pay for the services of a ship's agent. I always had the option of paying a ship's agent to do my paperwork, but it wasn't required.

But now the decision has been made — at least in some Mexican ports — that it's mandatory that an agent handle all clearing in and out procedures. It's my understanding that the requirement has been on the books for many years, but is only recently being enforced.

I also recall reading an article in one of your recent issues suggesting that the clearing procedures in Mexico are going to change, and that once they take effect, you'll only have to clear in and out of Mexico, and not between ports inside the country.

Maybe this policy is in effect on the Pacific Coast, but it's certainly not on the Caribbean side. Not only is the agent system alive and well, but clearing is being required at every port. With agent fees now ranging from \$25 to \$250 U.S., it seems to have become government-sanctioned extortion. The poor cruiser is at the mercy of whatever con man he may be unfortunate enough to contract to do the work, work that he could easily do himself. If anyone knows what can be done to improve the situation, please let me know.

Carl Schiele

Querencia

Isla Mujeres, Quintana Roo, Mexico

Carl — Quintana Roo, what a great name for a state, no?

Last fall, Mexican President Fox promised that mariners would only have to check in to Mexico and out of Mexico, but no longer internally. This was supposed to have started before the end of the year on a temporary basis in Ensenada and Cabo, but as of the middle of January it hasn't happened.

Knowledgeable sources tell us they're not confident the change is going to happen anytime soon because there isn't any money to set up the infrastructure. "What infrastructure?" you might wonder, would be needed to stop requiring mariners to visit every port captain? Apparently the Mexican government thinks it's necessary to set up offices in Ensenada and Cabo for one-stop clearing, offices that would house all the necessary officials in one building. Why all the officials can't stay in the buildings they are currently in remains a mystery to us. But setting up one-stop offices would take money, and Mexico doesn't have the money to do it. This could change at anytime, however.

We agree that the current situation is absolutely outrageous — particularly if you're required to use an agent and they are charging as much as \$250. If that's true, it could cost cruisers as much as \$500 a day in fees just to spend one day in one port. Fortunately, not all ports require mariners to use agents. In Nuevo Vallarta, for example, you don't need one. But in Puerto Vallarta, a mere four miles away, you do need to use

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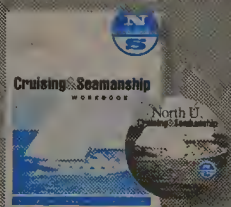
7:45 Raised anchor set course
for Hadley Harbor
9:00 Wind up, ease traveler
9:30 More wind, reef main
12:10 Corrected course for
strong current
2:00 Wind lightening, power up
main
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Gennaker
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LETTERS

an agent. Ridiculous.

We're going to see how this plays out for the rest of the winter cruising season. If nothing changes, we're going to try another email campaign to get this whole nonsense corrected. It is the most expensive and time-consuming clearing process we've ever encountered, and it changes how we cruise Mexico. For example, when we sail from Nuevo Vallarta to Zihuatanejo at the end of this month, our itinerary will be based on avoiding as many port captains as possible.

↑↓STARRY, STARRY NIGHT

After a summer's cruise on Alaska's Inland Waterway aboard our modified 40-ft Van de Stadt Sea Falcon *Starbuck*, we departed Victoria, B.C., on our way home to San Francisco. A strong ebb and a good breeze made for a fast run down the Strait of Juan de Fuca, and we made departure from Tatoosh Island off Cape Flattery at about noon. The wind held and land gradually dropped from view.

By dark, we were becalmed in heavy fog, smack in the middle of the shipping lane. We spent several apprehensive hours feeling like sitting ducks as we listened to the sounds of passing ships and tugs with barges. You have to experience such a vulnerable situation to fully appreciate it.

Eventually both fog and shipping cleared, and when I took over at midnight, we were alone on a glassy sea under a moonless but dazzlingly, star-studded sky. Such was the setting for a miraculous and completely unexpected experience, an experience which even today, some 15 years later, I still revisit in memory and in my dreams. The sea became increas-

ingly smooth, and, as such, the stars began to reflect more clearly on the surface of the water. The sea finally became as smooth as a mirror, and every star in the sky was vividly reflected in the water.

No matter if I looked up or down, there were stars everywhere! And there was no discernible horizon. I became disorientated without a horizon and took comfort in the familiar feel of the wheel and cockpit. But it seemed as though the earth had vanished, as I was completely enveloped by stars — which

were everywhere except where blocked from view by the dark outline of the hull and sails. I felt as though I were in deep space.

Looking over the side and seeing what looked like stars and sky rather than water gave me a strong acrophobia — which I was fortunately able to control by reminding myself of the absurdity of it all. Eventually, I was able to locate the missing horizon with the aid of the Milky Way. Yes, the Milky Way! For that's where that luminous band of stars met the invisible horizon and became reflected in the sea, appearing to reverse itself, forming a heavenly 'V' with its point on the horizon. The Milky Way acted like a galactic horizon pointer!

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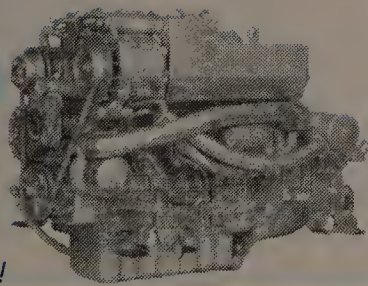


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"JIBE SET!" The call was late, so we used a trick we picked up at North U and set free flying. After the jibe we rigged the pole, and as the spray settled we could see our rivals battling for air while we sailed free and clear. A fast leg and a "float drop" (NU again) got us around the leeward mark ahead of the crowd. We like our new perspective on the fleet... *looking back!*

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sation lasted 15 minutes — or maybe an hour. I was so mesmerized that I lost track of time! Eventually some subtle change, perhaps a whisper of breeze, stole the magic and the sea was no longer smooth. It returned me to earth, gazing once again at the reflection of stars shimmering on the water.

Since conditions for this astounding illusion can occur, others must have experienced it also, but I've never heard anyone else talk about it. I wonder if it's exceedingly rare, or only somewhat so.

Ralph Nobles
Redwood City

Ralph — If you want to talk to other people who have experienced the same thing, or if you'd like to experience it again yourself, we recommend you take your boat to the Sea of Cortez. It's not uncommon for the water to be mirror flat and the skies to be clear, with very little ambient light. It has all the ingredients for your 'starry night' to happen all over again. If it gets too unnerving when you lose the horizon, toss something into the water and the ripples will make the horizon visible.

↑ I DIDN'T HAVE ANY PROBLEMS WITH CUSTOMS

I just read the January issue complaints and rants about Customs in San Diego after 'Anonymous' brought his boat back from Mexico.

I also arrived home in San Diego after having my boat in Mexico. Friends who routinely fish down in Mexican waters — and who have never mentioned any complaints about Customs — told me to have everything ready in advance to facilitate entry, which I did. So when I arrived from Ensenada, I tied up at the San Diego Harbor Police Dock and called Customs. The agent showed up within 20 minutes, apologizing for the delay by saying he'd been having dinner. The guy couldn't have been nicer or more professional. He got his work done in a few minutes, and even took the time to ask us about our trip north. He left a blank form that I can fill out to make my next entry even quicker.

After reading the letter from 'Anonymous', I asked my friends if they experienced anything different than I did from Customs. One fellow said that one agent in particular had displayed a lack of interest in his work, but otherwise all their experiences were quick and without any hassle whatsoever.

As with most things in life, I think the way you are treated depends a great deal on how you present yourself — and that would apply to Customs, too.

Steve Creighton
Erika Dawn, Sabreline 47
San Diego

Steve — 'Anonymous' did sign his name, but asked that we withhold it. We don't think he had anything to worry about, but we did it as a courtesy.

Generally speaking, we've had excellent experiences with U.S. Customs officers, but there have been a few exceptions. About 15 years ago, there was a huge West Indian woman in St. John, U.S. Virgin Islands, who took a personal disliking to our trim English girlfriend. After clearing her in about six times over a period of about a year, this Customs woman couldn't take it anymore. "Go away!" she said in a surly tone, "I'm not letting you in the United States anymore!" Even though it was obviously personal, none of the other Customs officers said a word.

'Well, screw you,' we said under our breath, and we sailed over to Customs in nearby St. Thomas, U.S. Virgin Islands. The office there was run by a couple of old horn-dog West

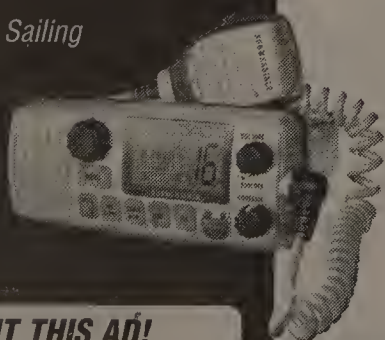
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— **Capt. Marc Kraft**
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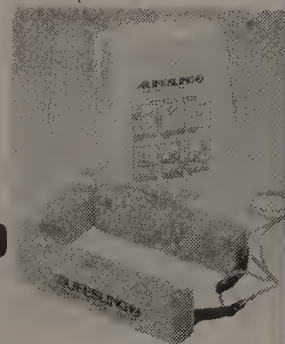
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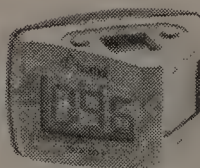
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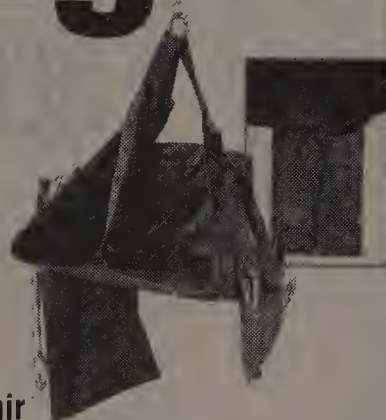
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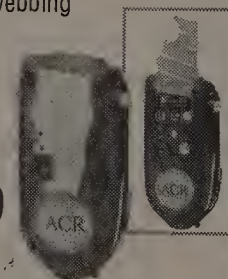
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Ethel felt a lot safer once Joe had learned how to actually use that high fangled electronic thingy.

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Indians. We explained the situation, and they cackled like crazy. "Don't worry about nothing," they assured us. "Any time you want to bring cute girls into the United States, you come here to St. Thomas because we'll never turn them away." And they didn't, either.

We also had one unpleasant experience with Customs in San Diego. We arrived about 2 a.m. with Big O, and a crew that happened to include a Spanish fellow and a Swiss woman. The Customs guy couldn't have been more nasty — and finally accused these two foreigners of trying to "sneak into the country" to work. They both denied it — and in fact we weren't trying to work. Nonetheless, the Customs guy gave them a mere 48 hours to leave the country — and then stomped off.

It was nothing but an insult, because the man and woman were leaving with Big O the next day for Ensenada where the boat was to be hauled. A month later, again in the middle of the night, our same group returned to Customs in San Diego. Son of a gun, we were met by the same Customs agent. He didn't recognize our two foreign crew, and gave them both six months without any questions. This was too much for Antonio, the Spanish guy. "What's the matter with you?" he angrily demanded of the Customs agent. "Have you already forgotten my face and the fact that a month ago you only gave me 48 hours?" The Customs guy smiled sickly, made nice for a few minutes, then slipped away into the night.

On a scale of 1 to 10, we give U.S. Customs a 9.5. Given such a large group of people, there are always going to be a few losers, but as a group, we think they are as professional as any Customs agents we've come across.

Speaking of Customs in San Diego, it's come to our attention that a number of folks returning from Mexico are simply blowing off checking in at Customs in San Diego altogether. If you're one of these, we'd love to hear from you anonymously, and know why you're doing it. By the way, we think it's potentially a much more serious problem than say, not checking in at La Cruz in Banderas Bay.

↑↓AROUND THE WORLD

Is it possible to sail around the world at a certain latitude? If so, what latitude would that be? Just curious.

Gene Torres
Seattle, Washington

Gene — If you brought enough jackets and mittens, and if you kept a close eye out for icebergs, you could follow 60°S — plus or minus a few degrees — around the world. Naturally, it would be much shorter than sailing the circumference of the globe, so you wouldn't want to claim it as a circumnavigation.

If you wanted to go from the Antarctic to the Arctic, about the only longitude that would be clear of land is 170°W. You'd want to bring your cold weather gear and your very hot weather gear.

↑↓WE MISSED HAVING A DRINK TOGETHER

I just got back from St. Barth in the French West Indies, where I spent New Years and then another week. We had a great time, but the weather was not as great as I had imagined it would be. But every other day or so, I would get online on the computer in the hotel lobby and check 'Lectronic Latitude — proving that I'm a devoted reader.

Today I saw your story on Tom Conerly aboard his new catamaran HaPai in St. Barth and had to laugh. Tom sailed with me on my Santa Cruz-based SC 52 *Natazak* in the '01 Coastal Cup when we set a new record to Ventura. He's a great guy and a really good sailor. If you recall, the weather

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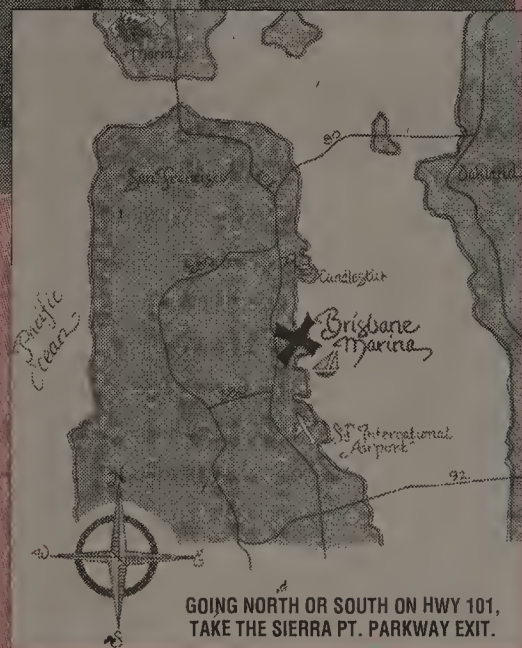
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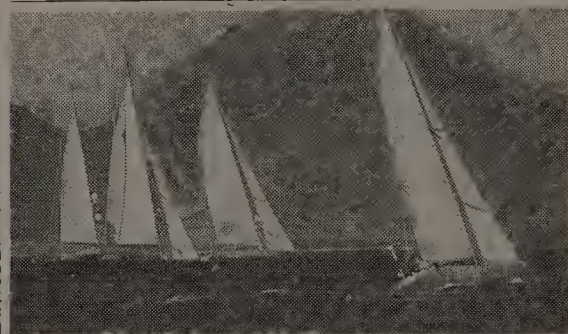
was really rough that year, and Tom was one of the few people who could be trusted to drive in those conditions.

I wish we had run into the other Bay Area sailors while in St. Barth, as it would have been fun to have a drink together.

We're planning to join you for our first Baja Ha-Ha this fall, and then head down the coast to spend a few months in Mexico. As such, I enjoyed your Mexico/Caribbean comparisons, and look forward to the \$5 dinners — especially after the \$300 dinner we had at the Wall House in St. Barth. It was good — but expensive.

Steve Williams
Natazak, Santa Cruz 52
Santa Cruz

Steve — It is too bad that all the California sailors didn't get to meet up in St. Barth over the holidays. Alan Andrews, designer of many of the West Coast's top racing and cruising boats, later told us he was there also, on charter with our friend Murray on the Swan 56 Amerigo. We would have enjoyed showing you and all the others some of the neat things about the little island, lent you a dinghy to see all the mega



LATITUDE / RICHARD

When big boats race around St. Barth — we mean big — 150 feet was the average length of these three.

yachts, and certainly could have gotten you a ride aboard one of the 100+ footers for the Around the Island Race/Parade. For future reference, we'll

always be at Bête A Z'ailles every December 30 at 5:30 p.m. for the Skipper's Meeting — free champagne! — and at the Ticonderoga corner of the Charles de Gaulle Quay at midnight on New Year's. We wouldn't miss starting the year with the big boats in St. Barth any more than we'd live through an October without doing a Baja Ha-Ha.

Late December through mid-January in St. Barth/St. Martin was awful this year. It wasn't quite as windy or gusty as last year, and it didn't rain much, but as you know it was almost always overcast. We've never seen the brilliant blues of the Caribbean look so gray, and the locals said it was the worst weather in 10 years for that time of year. At least it was still plenty warm.

As for our price comparisons between Mexico and St. Barth, it's no joke. Two months ago the Wanderer and Doña de Mallorca had our favorite dinner for two in Mexico, and it cost less than one cocktail at La Plage, Brazil, or countless other places in St. Barth. Which is why we did most of our drinking at Le Select, the only inexpensive place on St. Barth.

↑↓LET ME TELL YOU ABOUT WINDWARD

I'm writing in response to the January issue request for information about the M boat that went aground at Yelapa, Mexico, many years ago. In 1958, I was delivering the 97-ft ketch *Morning Star*, formerly owned by Richard Rheem, to Louis Benquest, who owned the Oceana Hotel in Puerto Vallarta. We were to deliver *Morning Star* — which was later owned by Ken DeMeuse of the St. Francis YC — to the Acapulco YC.

Just about the time we completed the delivery, the San



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Diego to Acapulco race fleet arrived in Acapulco. Since my friend Peter Grant of Newport Beach was there to deliver *Nalu II* back to California, I joined his crew. We gunk-holed it up the coast to Puerto Vallarta with another Acapulco Race competitor, the M boat *Windward*. At the time, *Windward*, which had a varnished hull — was owned by Don Chilcot of the Newport Harbor YC.

We were moving a little faster on the return trip, so we departed for the Tres Marias Islands, but kept a radio schedule. We tried to call *Windward* one morning while tied up at the pier to the penal colony, but couldn't reach them. But another vessel came up and reported that the 83-footer had grounded herself on the beach in Yelapa in front of a restaurant. In fact, *Windward's* mast is still used as a flag pole, and if you look in the back of the restaurant, they still have some miscellaneous equipment from the big sloop. The only crewmember I can remember who was aboard with owner Chilcot was Wally Longridge.

Patalita, another M boat, was originally owned by Colonel Wineman of John Deere tractor fame. At one point she was



COURTESY R.C. KEEFE

'Patalita', an M boat sistership to 'Windward', broaches near the Honolulu finish line of the 1961 TransPac. Water poured down the companionway, and they almost lost her.

also owned by Howard Ahmanson of the Southern California banking family. *Pursuit*, which is still berthed at Sausalito Yacht Harbor, is yet another M boat. At one time she was owned by Howard Heckt, Burt Lancaster, and a guy named Hill — all of them Hollywood movie moguls. At the time, she was kept on a mooring off Santa Monica Beach behind the rock breakwater.

Roby C. Bessent, CMS
Pacific Marine Surveyors
Long Beach

↑↓ TRAVELER, M BOATS & GREEN FLASHES

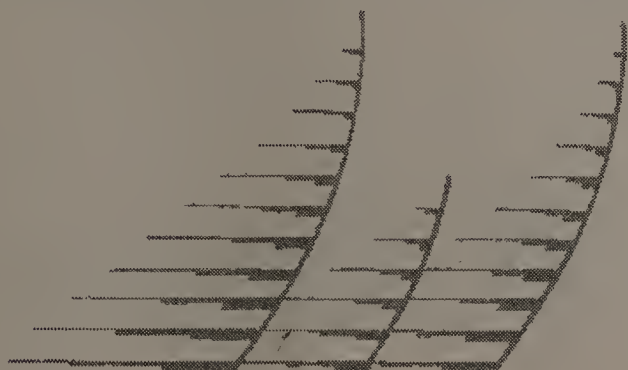
Regarding the whereabouts of the *Traveler*, she was berthed in the Ala Wai Yacht Harbor and put up for sale in the early '80s. A group of apparently inexperienced guys took her out on a trial sail. The engine quit just after they left the harbor, and they didn't have an anchor or sail ready. They panicked and did nothing. *Traveler* was blown onto the reef just outside the Ala Wai, broke up and sank. I salvaged two Hyfield levers from her that I still use on my schooner *Viveka*.

With regard to Bob Bailey's question about M boats, there were 17 of them built in Germany. They were of composite construction — iron frames and wood planks — which eventually caused many problems with the planking. As a result, few of them have survived.

The M Boat that sank at Yelapa in 1958 was *Windward*, hull #14. Yelapa is a tricky place to anchor, as the bottom is

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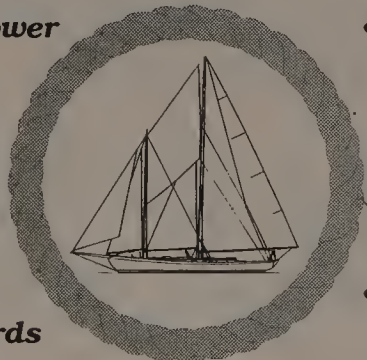
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LETTERS

steep-to to the beach. *Windward* had been anchored in 60 feet of water when her chain parted. She quickly drifted back into the surf and onto the beach before her crew could save her. Bob Dickson of Newport Beach, currently the 'Vice President of the Pacific Ocean', was one of the crew, as was, I believe, the late Hugh Kelly, one of the owners of the Bali Hai Hotel on Moorea. To my knowledge, *Windward's* 48,000-lb lead keel is still on the bottom. I know they used her mast for a flagpole on the beach.

As for green flashes, I saw many of them during my seven-year circumnavigation with my schooner *Viveka*. Sometimes I saw them when others who were also looking didn't see them. Their problem is that they were looking for some kind of giant green flash in the sky. It's not like that. When the sun sinks below the horizon, the top of the sun flashes green. This only happens on cloudless days.

Once near Fanning Island I saw the bottom of clouds covering a turquoise lagoon turn green from the reflection of the lagoon at noon. It wasn't a 'green flash', but it was green and it was lovely.

Merl Petersen, President of the Pacific Ocean
Schooner *Viveka*

Readers — We'll have a much more detailed account of the life, loss, and times of Windward in the next issue, courtesy of the wonderful archives and memory of R.C. Keefe. We'll even have photographs of the huge sloop as the first waves were crashing over her at Yelapa. They are gut-wrenching.

↑↓SAIL BREMERHAVEN

We are just back from Bremerhaven, Germany, and wanted to tell everyone about Sail Bremerhaven 2005, which takes place this August 10-14. This is a huge international festival of sailing and tall ships that is only held every five years, so it



Elisabeth holds up a 'Latitude' in Germany.

was exciting to see the city gearing up for it so far in advance. Over 200 ships from 24 different nations will participate. Along with the parade of sailing ships, there will be boat tours, regattas, sea chanty performances, and much more.

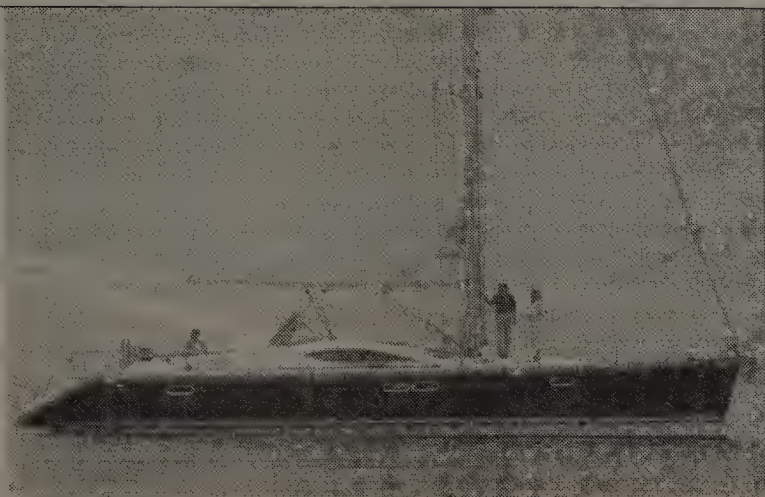
Bremerhaven is home to a wonderful maritime museum, which has many fascinating boats, sailing ships, and an original WWII U-boat in its collection. The accompanying photo is of my lovely wife Elisabeth — in the snow! — showing Germany her favorite magazine.

Rod Lambert & Elisabeth Lehmberg
Proximity, Swan 41
Alameda

↑↓CALIFORNIA FUEL TANKS & MEXICAN PAINT JOBS

I've stumbled onto a solution to the problem of spilling all the diesel/gas all over the place while using the CARB-compliant jerry cans — throw out the new spouts. I use the cap and spout that comes with the old-style jerry cans. Since the new cans don't have the breather hole, the fuel pours out slower into the new West Marine Fuel Filter or Baja Fuel Fil-

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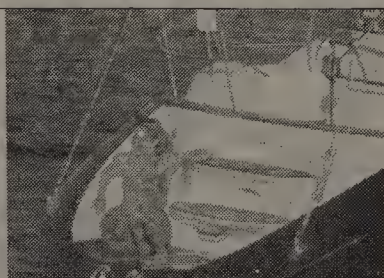
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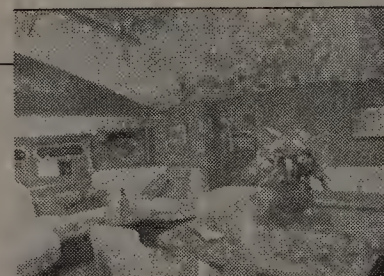
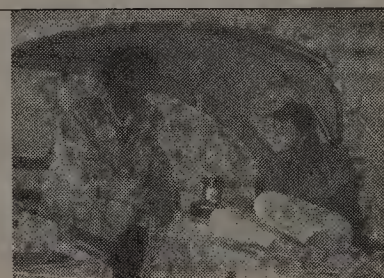
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ter, so the over-splash is minimal to nonexistent, even with the wind blowing. If you don't have the old-style cap and spout arrangement from any old-style cans, Downwind Marine in San Diego sells them.

Now if we can only figure out a way to eliminate the couple of ounces of diesel/gas that's left over in the bottom of the poorly designed West Marine Fuel Filter. I usually pour the last ounces back into the jerry can, which of course leads to spills all over the filter, the can, the deck, and so forth. If they are not going to eliminate the lip at the bottom inside the filter, maybe they need to add a little triangular indentation on the top rim of the filter for this purpose.

We're currently at the Las Hadas anchorage not far from Manzanillo, on our way to Zihuatanejo. Our haul-out at Puerto Vallarta's Opequimar Boatyard, which is professionally run, turned out fine. Their new 80-ton Travelift is run by remote control! We had Juan Gonzalez handle all the work on *Windsong*. He gave us a great deal on painting the hull — four coats of Imron LP primer and four coats of Imron LP on the hull for \$2,200 U.S. What a deal! Prior to leaving the States, I'd gotten quotes of \$18,000 to \$36,000 for the same job. And Juan's crew did a fantastic job, as *Windsong* looks like a brand new yacht.

Frank Nitte & Shirley Duffield
Windsong, 1981 Islander Freeport 36
Las Hadas, Mexico

Frank and Shirley — For what it's worth, the latest West Marine fuel filters do have a pour spout on the top rim to facilitate pouring the last few ounces of fuel back into the jug.

Just so everyone is clear on this, the CARB folks didn't create the new jugs to drive mariners crazy, but to address some legitimate problems. According to their best estimates, pre-CARB PFCs — portable fuel containers — released 100 tons of hydrocarbons a year into the California atmosphere. Eight tons of it permeated the walls of the plastic jugs. Another eight tons came from spillage. The other 74 tons came from day/night changes in pressure, which released hydrocarbons out of loosely closed caps and into the atmosphere. Who would have thought? CARB thinks the new jugs have done a good job of eliminating most of the releases caused by the permeability and pressure problems, but that the new jugs have probably — make that certainly — increased releases due to spillage.

As for your paint job in Mexico, that's indeed a hell of a deal — at least on a personal level. On the broader scope, it's discouraging, because it just goes to show how the high cost of land, wages, insurance, workers comp and legal assaults make it difficult for businesses in the United States — and particularly California — to be competitive.

↑↓WE LEFT A BOTTLE OF CHAMPAGNE FOR THE OWNER

I have to tell you that leaving your boat when you park it in someone else's slip is rude — but it's bound to happen now and again because there are so few slips.

My husband and I are new to sailing, but we read every page of *Latitude* and several other sailing magazines to learn as much as we can. On our way from Ensenada to Marina del Rey, we arranged for a guest slip at Dana Point for one night. After a 15-hour passage, we arrived to find another guest boat in the slip that was assigned to us. By this time it was 3 a.m., we were dog-tired, cold and wet. So what else could we do but scoot into another empty slip nearby? We did check in with the dockmaster and were told that we were fine, but would have to move if the boat that belonged in the slip re-

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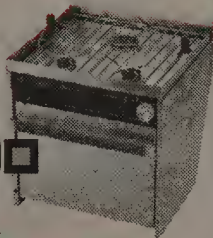
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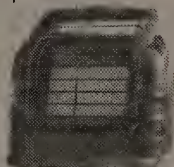


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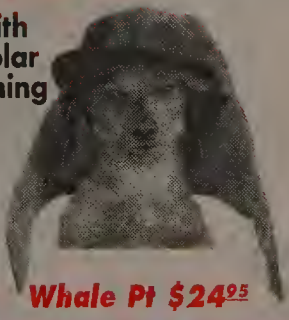


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LETTERS

turned.

Nonetheless, we were so nervous about being in someone else's slip that we didn't get any sleep. We kept popping our heads through the companionway whenever we heard footsteps on the dock or a boat coming down the fairway. We felt terribly guilty, but there was nothing that we could do, as the only other space for us to tie up for the night would have been the pump-out dock. Yucky! To make things worse, we couldn't even leave our boat because at this marina you needed a key to get out of the gate as well as to get in. But it rained all day anyway!

We got a break in the weather a day later, and were able to leave before the owner came back. But we did leave him a nice bottle of champagne — it was New Year's Day — and a note by the boatowner's dock box. We hope nobody ran off with them and they got to the owner.

I'll definitely be reading next month to see what others would have done in a situation such as ours.

S. P.

Just Add Wine, Hunter 44
Marina del Rey

S.P. — Since you checked in with the dockmaster, we can't find any fault with what you did — except for leaving a bottle of champagne. That was being too nice, particularly since it wasn't your fault the marina didn't honor your reservation. We wish you had slept soundly, because you were clearly concerned about others, not just yourselves.

Had we been in your situation, however, we would have proceeded to either of the two public anchorages inside the Dana Point Breakwater. There you could have slept soundly, knowing that the bottom is like glue and that you wouldn't be in anyone's slip.

THE D-70 BLUES

I'm not going to brag about my knowledge of cameras, but since you're disappointed with the photos you got with the Nikon D-70 which you had to buy in the Caribbean, you might try using a polarizing filter to get more vibrant blues and greens. Such filters cost about \$40.

Randy Ross
San Diego

Randy — Thanks for the tip. We know polarizers really help, but Fujifilm cameras produce incredible results without them. What's with Nikon's color program?

DIGITAL CAMERAS & SENDING PHOTOS TO LATITUDE

We just read your article on the Fuji FinePix cameras, and have to say we are extremely pleased with our S5000 model. When we bought it online at Butterfly.com for \$287 last year it was retailing for \$499. I use the camera to shoot resource shots to paint from, and to photograph my art for photo cards. The camera only has 3.2 mega-pixels, but I have made enlargements to 12x18 inches that I've been very pleased with. The camera is still smarter than we are, so I tend to use it on auto most of the time — but am still happy with the results.

We plan to take the camera — and manual — with us when we return to our Kirie Feeling 446 Aquarelle in St. Lucia. Terry left for the boat on January 17, while I leave on the first of February. When submitting photos to *Latitude*, do I use Win Zip to compress the files or just send the files as is? To get to 300 dpi, do I assume that I just send a 3M picture?

We plan to get to St. Barth in April on our way home from Antigua Sail Week in late April. Reading your articles about it

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LETTERS

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Evelyn & Terry Drew
Aquarelle, Kirie Feeling 446
St. Lucia, West Indies / Santa Cruz

Evelyn and Terry — In the days when most digital cameras captured no more than 3 mega-pixels, it was simple. We just told everyone to send the largest file possible. That doesn't hold anymore, because if people have 5 or more mega-pixel cameras, those files will bring Internet cafes, buffers and computers' RAM (memory) allotments to their knees.

We recommend that everyone shoot at 3 mega-pixels. Unless you're a professional photographer, anything beyond that will just unnecessarily fill up your memory card and slow down your computer and emails.

*Here's how we send photos back to the office from Third World countries, and recommend that you do the same: First, we go into Photoshop or some similar photo program, crop the shots to our liking, set the pixels/inch to 170, size the shots to around 6x9 inches, and save them in JPG format. It's important to end the file name of each photo with .JPG. This will result in great photos for the magazine. If we know we are just going to use the photos for *Electronic Latitude*, we set the pixels/inch way down at 72 before sizing them. The much smaller files can be emailed more quickly, but the resolution is far too poor for use in the magazine. Then we burn the photos onto a disc, take the disc to an Internet cafe, and pray that all the keyboards aren't French or Spanish. The first couple of times the process is cumbersome, but you get used to it quickly. If you need help, just ask around, as there are usually plenty of photo experts in the cruising fleet and at Internet cafes.*

When sending photographs, always remember to include a head and shoulders shot of the captain, first mate, and hopefully the crew, either separately or together, and some scenic shots. Check your manual for basic tips on composition. Please don't send more than eight photos. Happy shooting and happy sailing. The combination of the Fuji camera and the Caribbean water is going to result in your having some spectacular color photos. If the wind is out of the southeast when you visit St. Barth, anchor your boat in front of the Eden Rock Hotel and take a photo from the hill (day anchorage only).

↑↓CAMERA RECOMMENDATIONS

I just read your observations on digital cameras, particularly the business about having to pay "\$900 for minimal shutter delay." Things have changed. Pop into a camera store and check out the Fuji E550. It's a 6-meg camera, which means you can make lovely enlargements to more than 16" x 24". It also has the speed of operation and lack of shutter lag similar to that of a 35mm film camera. All this for about \$350 with some extras. It's a really wonderful camera.

That said, I used a Nikkormat film camera professionally on a daily basis for 20 years. It bounced a few times, and the brass shows through handling, but it never hesitated once. My little Fuji is not that rugged, but camera development is now so fast that it will be old technology in a couple of years. On the other hand, my Nikkormat will produce great pics as long as they make film. Happy sailing.

Ian Wilson-Dick
Tunbridge Wells, Kent, England

Ian — Nice to hear from you in England. We used Nikkormat film cameras for years, and they were great. But as nicely as they were built, they have become to digital cameras what sextants have become to GPS units — badly outdated. Just

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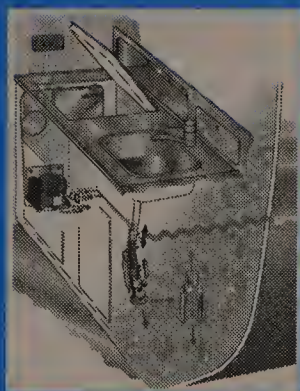
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LETTERS

how much longer do you think they'll be making film anyway?

It's great to hear about a low-cost digital camera with nearly no shutter lag and with Fuji color. It sounds like a terrific all-around camera for sailors who like vivid ocean blues and jungle greens.

↑↓THIS MONTH'S LAST WORD ON CAMERAS

After *Latitude* raved about the Fuji Finepix 3800 digital camera a couple of years ago, I bought one — and love it! Next summer I'm going on a trip where I'll want a more compact, slip-in-the-pocket camera that I can operate one-handed. After looking around and doing some research, I bought the new Fuji Finepix E550. It features 6 mega-pixels, has a 4X optical zoom (I miss my old 6X optical zoom) — and you'll love this — has no shutter lag! That means you get a picture of what you see when you take the photo, not of what happens a second later. The only thing I don't like is that the viewfinder is not 'through-the lens' like the 3800. The E550 is \$350 at Costco. It takes only two AA batteries instead of four, and they seem to last a long time. It also takes really nice videos with audio.

Since *Latitude* started me on Fuji Finepix cameras, I thought I should pass this along so you can replace your old Nikon with the great Fuji color.

Sue Winslow

Crew on Jim Fair's Merit 25 Chesapeake

Sue — Thanks for the good news, as we weren't aware that Fuji had a \$350 digital camera without shutter lag.

Readers might wonder why we're so enthusiastic about Fuji digital cameras. The answer is simple — much more vivid colors, particularly the blues and greens that are so important for sailing and around-the-water photographs. Out of necessity, we recently had to buy one of the highly-praised Nikon D-70s in the Caribbean on an emergency basis. This is their latest higher-end digital camera that accepts interchangeable lenses. Fortunately, we were able to get one in St. Martin for \$100 less than the lowest price we'd ever seen in the United States.



LATITUDE / ANNIE

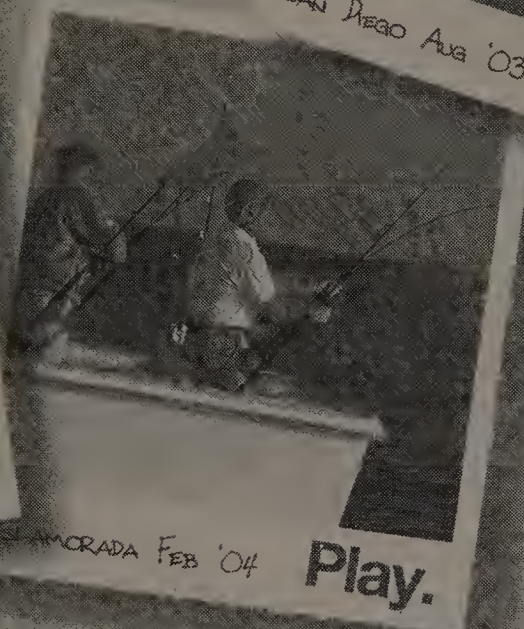
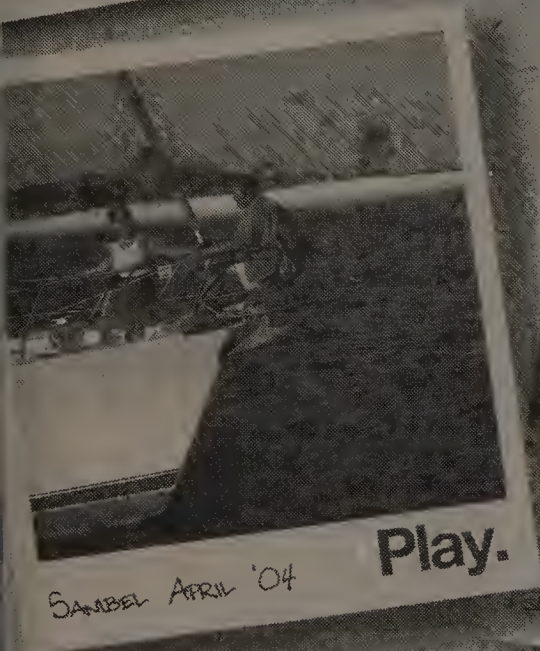
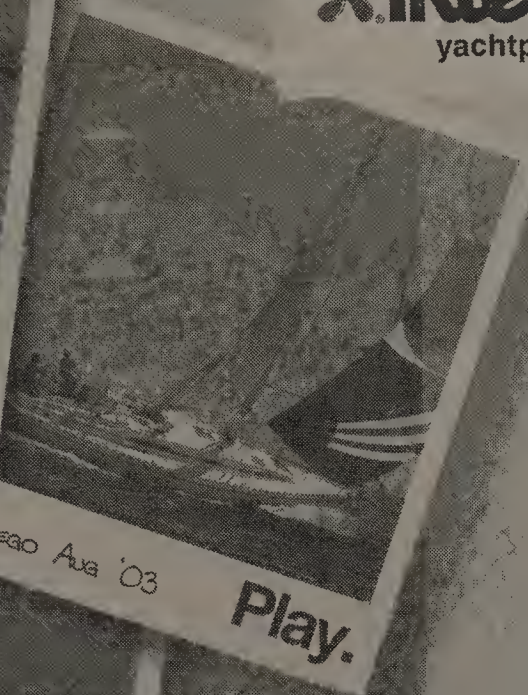
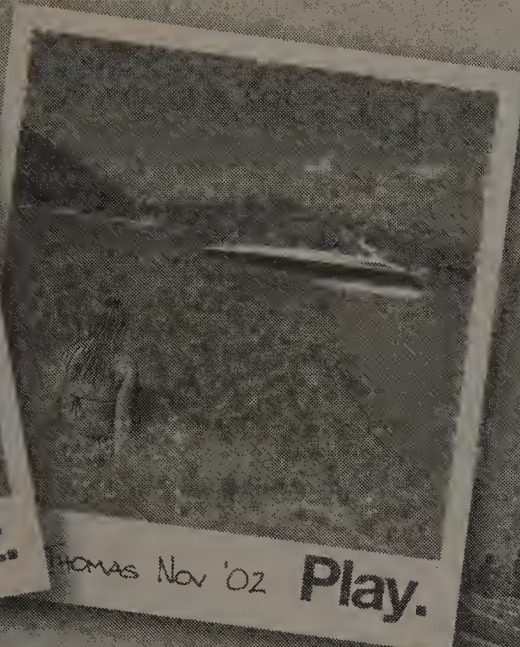
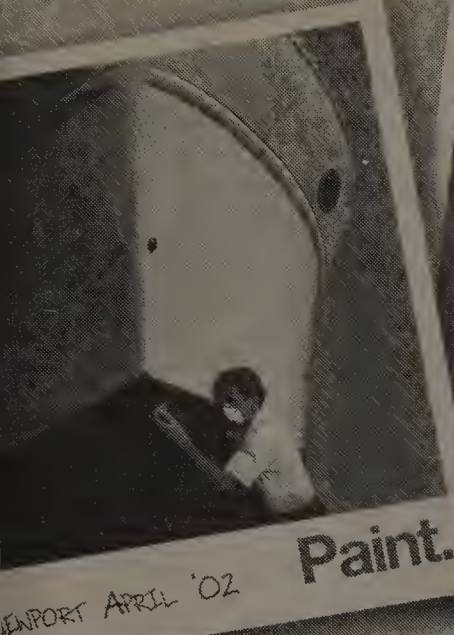
A small segment of the still-functioning 'Latitude' camera collection. The Nikons are the most rugged, but yield surprising dull colors. The Fujis produce spectacular color, but aren't as durable.

It's an absolutely sensational camera — except for one thing: the Nikon color program produces surprisingly dull and lifeless blues and greens. Take the same sailing shot with a \$250

Fuji amateur 'point and shoot' camera and the \$900 (body only) Nikon D-70 'prosumer' camera, and people will prefer the Fuji color every time. The difference is that great.

The perfect solution to a sailor's digital camera needs doesn't yet exist, but all the elements are there. If Fuji would put a 6X optical zoom on the E550 — as you recommend — it would be the perfect camera for keep-in-your-pocket 'point and shoot' use, and would take shots that could be enlarged to beautiful 16 x 20-inch prints. For more serious photography, the perfect solution would be if Nikon would license Fuji's color for the D-70 — plus add firewire downloading and pump up the flash.

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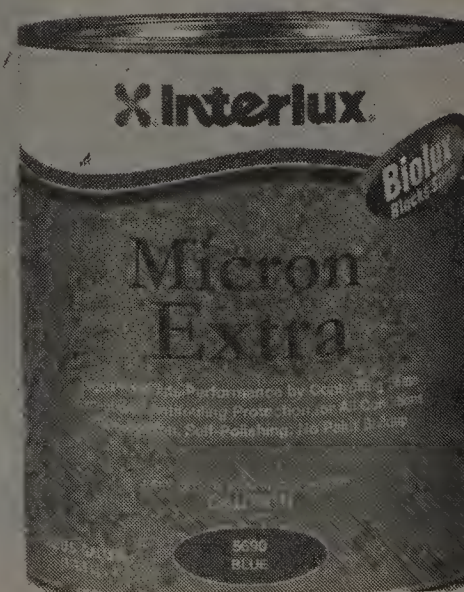
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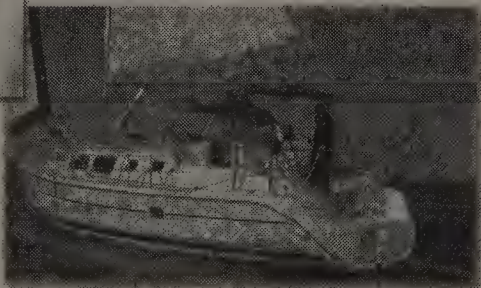


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LETTERS

An alternative would be for Fuji to modernize their S2 Pro camera, make it more robust, and lower the price to that of the Nikon D-70. Alas, the just-released successor to the Fuji S2 is the S3, which Fuji made way more expensive and aimed at an entirely different market. Oh well, we've come a long way with digital cameras in just a couple of years, and it's only going to get better and less expensive in the future. We can't say that about many other things.

⇓THE AVERAGE AGE OF OUR GROUP THAT DAY WAS 85

In the January issue, reader Larry Brown wrote about four elderly men doing a lunch daysail, and wondered if they didn't set some kind of record for cumulative age on a boat. *Latitude* figured the average age of that group to be 74, and that the number would be beaten.

You are right. At the Richmond YC there is an informal group of us old salts that we call the Sunshine Boys. We gather in the parking lot on Wednesday mornings with our bag lunches, look around at who is there, and decide how many boats to take out. The destination is set by wind and tide, but more often than not we sail to the Marin or San Francisco YCs.

The oldest in our group celebrated his 96th birthday in 2004, and the ages of the others range downward from 90. I checked my logs, and found three instances in the past year where we used my boat and the average age of the four of us onboard was 79, 79, and 76. In checking with Bob Macfie, another of the boatowners whose boats we have used, he reminded me that he took five of us out a couple of weeks ago, and the average age of that group was 85.

I love *Latitude* and never miss a copy.

Ray Wilson
Mata Hari, Ericson 27
Orinda

⇓THE ORINDA YACHT CLUB AND THE WINDS OF MAUI

As for the 'Golden Pond' letter in the last issue and *Latitude's* response challenging readers to come up with boat crews whose average age exceeds 74, let me tell you about what we jokingly call 'The Orinda YC'. For the past 20 years or so, I have been sailing regularly with a group of gentlemen, all of whom are now over 80. My dad, Clark Joiner, got me involved back then when it became evident they could use some young blood. At one point in 2002, before my dad passed away, the cumulative age aboard one boat was over 520 years — and that included me, the whippersnapper, and Laszlo Bonnyay, a mere tike in his 60s. And that wasn't just one sail, either. These guys would get together once a week for lunch and a sail out of the then-Alameda Naval Air Station, where Bob Bruce of Berkeley, one of the octogenarians, was a sailing instructor!

Besides my dad and Bruce, the others who are over 80 were/are Wally Curtis of Berkeley, Bob Scanlon of Orinda, and John Henderson of Piedmont. I would still send at least two of these clubmembers to the bow in a blow without hesitation. In fact, just today I got an email from John Henderson inviting me to a sail this Friday out of Ballena Bay. Since the demise of the Alameda Naval Air Station MWR Harbor, Bonnyay's beautiful Chesapeake Bay cat is now the 'club boat'. These guys don't know from aging, so I fully expect to be sailing with them when they are in their 90s.

On another subject, I read with interest Jonathan 'Bird' Livingston's letter about the charter trips out of Ma'alaea, Maui. He said that on typical windy days, the wind speed averaged 35 to 40 knots with gusts to 50 knots, and that

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LETTERS

there were occasional swells to 18 feet. He also said that there were "thousands of tourists at sea," and because of the limited resources of the Coast Guard, "quick and effective rescues would be marginal at best."

It just so happens that this winter we're living on Ma'alaea Bay, and are lucky enough to have a view of the entire bay — including the harbor — out our back deck. It also turns out that we are fanatics of Hawaiian music — our S&S ketch *Ku'uipo*, a vet of the '01 Ha-Ha, is named after a famous Hawaiian song — as are many of the charterboat captains who run boats out of Ma'alaea. Having seen these captains at various venues, I've shared Livingston's letter with a few of them, most of whom are 20+ year vets. Their reaction has ranged from astonishment to disbelief.

"First of all," said one, "it's almost always windy on the bay, and in 20 years I've almost never seen winds over the 25 to 30-knot mark." Our own observations over the last month — which was very windy — certainly matches this. Although it's been windy, it certainly hasn't been as windy as a typical summer day in The Slot of San Francisco Bay in July.

"Taking a tourist boat out in 18-foot swells is absurd," said another. "None of us would ever even think about doing that." And in the event of a rescue, "it would be nice to have the Coasties there, but we all cover each other's backs," said yet another. "We have the resources and the area covered extremely well. If a mayday didn't get out, we'd get an EPIRB position relayed out to us right away. We're never out there alone." The observations off our back deck would confirm this, as there always seems to be several large tourist boats on the horizon at almost all times of every day.

"I wish we had thousands of marine tourists out on boats," said one captain, "but on a good day we only have hundreds of them."

With all due respect to Livingston, *Latitude's* response that his weather reports may be a bit of an exaggeration, would seem to be not far off the mark.

Mark Joiner
Ku'uipo II
Orinda

Mark — Oh boy, the last thing we want to do is get into an argument about how hard the wind blows off Maui, particularly if nobody is being too specific about whether they are talking about in the lee of the volcanos or in the channels between Maui and Molokai or Maui and the Big Island. We don't know enough to comment about typical winds in the lee of the volcanos, but if we're talking about the channels between the islands, we know it would be irresponsible not to be prepared for the possibility of 35-knot winds and 15-foot seas. If typical conditions were 15 to 20 knots and four to six foot seas, there would be a heck of a lot more sailing between the islands.

↑↓ THIS JUST IN — THE CHINESE DISCOVERED AMERICA!

Being sailors, *Latitude* readers might be interested in the book 1421, *The Year The Chinese Discovered America* by Gavin Menzies. It's an incredible account of the explorations of the Chinese from 1421 to 1423. They circumnavigated the globe and explored all the continents. Unfortunately, they returned home to a new government that chastised them for the frivolous waste of money and resources that went into supplying the voyages. All the records and maps were destroyed, as China then turned its back on the rest of the world.

Since Menzies published the book, many people have come forward with more supporting evidence to document the Chinese visitations to all parts of the globe. The website:

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Leg 2: April 15 - 24th (BBC & ACC) \$1175

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The Coastal region of Republic of Croatia is truly a land of islands situated on the Adriatic Sea. In fact, 1185 of them along its 1,100 miles of coastline. Like many countries in Western Europe, Croatia was founded on the ruins of the Roman Empire.

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Leg 2: May 20 - 30th (BBC & ACC) \$2330pp \$4230cabin

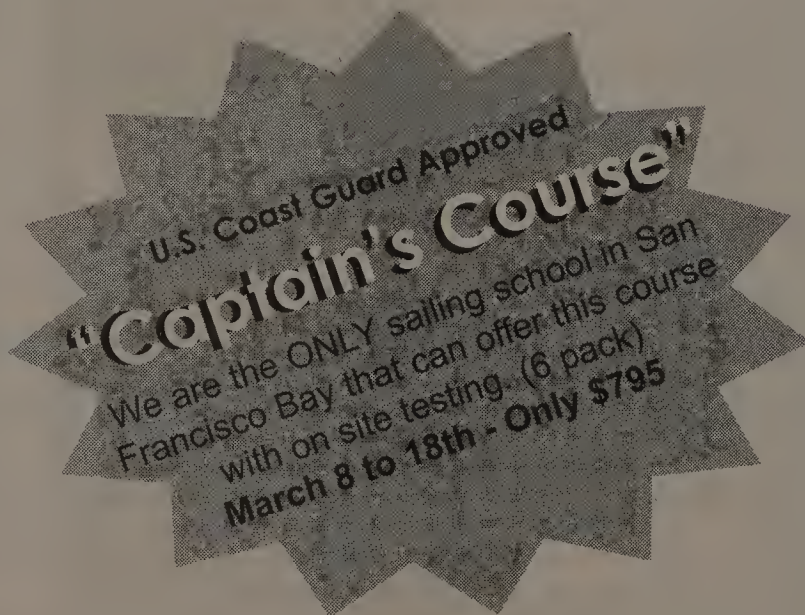
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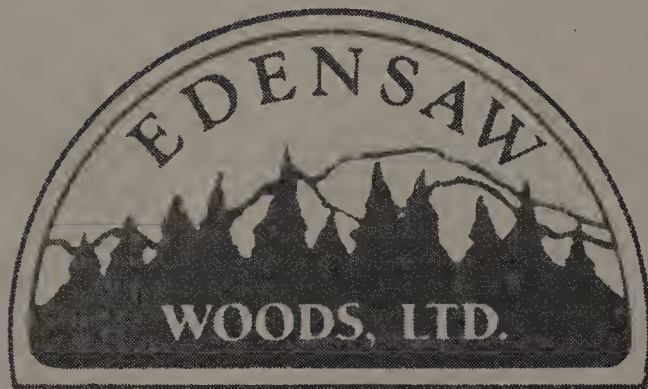
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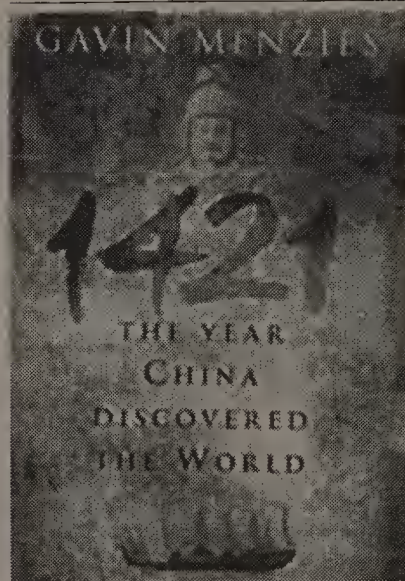
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LETTERS

www.1421.tv, contains accounts of the latest evidence of these amazing endeavors.

I remember when two local divers in my hometown of



Menzies' controversial bestseller.

Redondo Beach found some curious-looking donut-shaped rocks off of Palos Verdes years ago. They were laughed at when they suggested these were old Chinese anchors. But now even DNA testing is showing matches between local Indians and the very villages where some of the original crews came from.

Gavin Menzies had originally suggested that the Chinese fleet was around 100 ships, some as long as 500 feet. But now Chinese historians are claiming that the fleet was closer to 1,000 ships.

Carl Reuter
Santa Cruz

Carl — As explained on the book's website, according to this point of view, thanks to the Chinese, all the great European navigators including Henry the Navigator, Columbus, de Gama, Magellan and Cook, knew where they were going before they started and how to return home. "Brave and skillful as these captains were," the website sneers, "they discovered nothing new."

Doesn't it seem odd that none of these European explorers ever mentioned having this knowledge? Do you think it was a secret among great explorers that has been kept until now?

The Irish, of course, aren't going to go for any of this business about the Chinese discovering North America, not with St. Brendan having sailed from Ireland to what is now Newfoundland 1,000 years before the Chinese supposedly got there. In the '70s, British navigator Tim Severin proved St. Brendan's voyage was possible by building a leather curragh and sailing it from Ireland to Newfoundland.

↑↓RICHMOND, WHERE THERE IS NO MINIMUM

There have been recent letters about the high price of propane in Marin County, and particularly the high minimums. *Latitude* readers should know about Allied Propane Service in Richmond. They sell propane at \$2.29 per gallon, with no minimum — which is great for those of us who have the small 10 lb. (2.4 gallon) cylinders. They cater primarily to the large accounts, but they are quite friendly to the little guy as well. The only downside is that they are not open on weekends. Allied is located at 5000 Seaport Avenue in Richmond, and is easy to find, as they are on the west side of I-580 at the Bayview Avenue offramp. It's right by the Marina Bay Yacht Harbor. Their number is 510-237-7707.

Ed Johnson
Hunter Passage 42
Richmond

Ed — Thanks for the information. As we recall, all the pro-

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CITY LIGHTS

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LETTERS

pane places in Marin had a minimum charge of about \$15.

↑↓IT WOULDN'T HAVE HAPPENED IF WE HAD A BERTH

We lost our beloved Morgan 27 *Wings* on the rocks of Maui yesterday. She broke loose from her mooring in the Lahaina Roadstead during a storm. The harbormaster called us at 5



PAT SHANNON

'Wings' on the rocks. . .

a.m. to tell us she was on the rocks. We had to use a crane to remove her from the beach and place her on a flatbed truck. She had suffered big holes in her starboard side, plus quite a bit of damage around the keel. It would have cost the insurance company more to fix than she was worth, so now she sits at Ma'alaea waiting to be cut up and thrown away. That's one thing I won't be able to watch.

As many *Latitude* readers probably know, there's a 20-year wait to get a slip on Maui, where it would be really safe to keep a boat. Of course, if you have enough money, you can



PAT SHANNON

. . . and being lifted from the water for the last time.

always 'buy' a slip by buying a corporation that owns a boat that is in one of the slips. It doesn't seem fair.

After our children were through with school and grown, we finally had enough money to purchase the Morgan 27 — into which we have put a lot of time and love. After an extensive haulout last spring, we had her just the way we wanted her.

My husband has lived in Hawaii since the '60s when he was stationed here with the Coast Guard. I've been here 12 years. We are both hard-working people, and this is the way the harbors treat people in Hawaii. Do you think anything will ever change for sailors on Maui or Hawaii?

Pat Shannon

Wings, Morgan 27 (expired)

Pat — We're sorry to hear about the loss of your boat. As you probably already know, Blue Star was also lost on the shore of Maui this season. See Sightings for details.

At some point in history we're sure there will be some change with regard to the state-owned marinas. But in the more than 25 years we've been going to the Islands, the change in state-run facilities has been limited to deterioration over time. Parts of the Ala Wai Yacht Harbor are, of course, Exhibit A. On the private front there has been some positive change with the addition of the very nice and popular Ko Olina Marina on Oahu. This is just one of several reasons that we've long advocated that the state of Hawaii get out of the marina management business, something they've consistently proved to be incapable of doing effectively.

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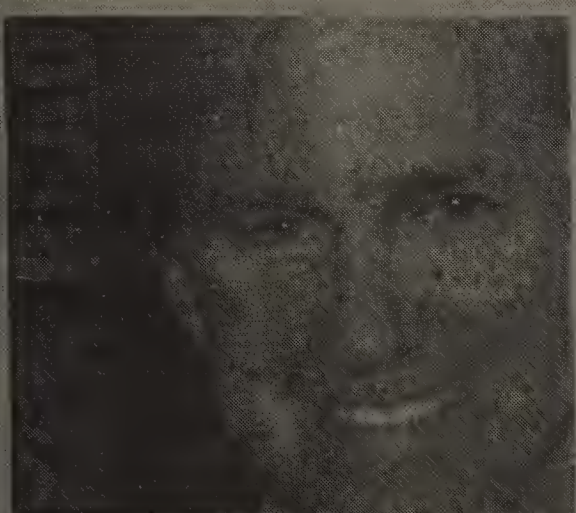
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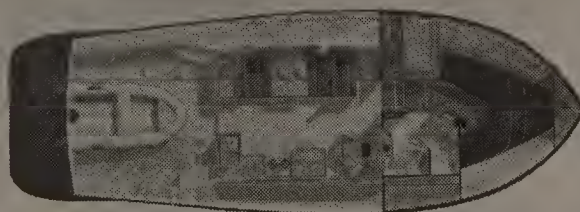
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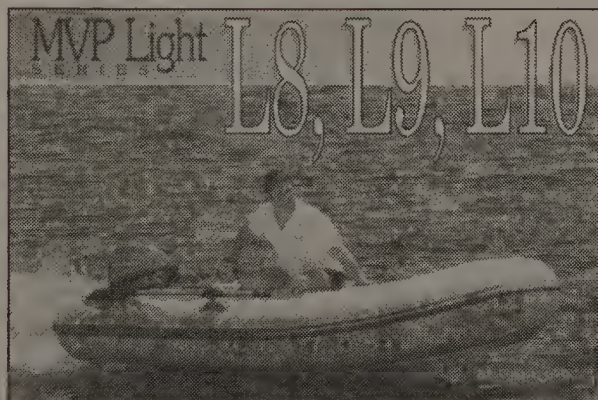
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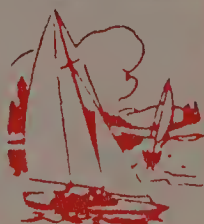


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LETTERS

↑↓SOME OTHER GREAT FEMALE SAILORS

It's tough to try to be politically correct, but here goes . . .

Being a singlehander, I really enjoyed the January issue coverage of Ellen MacArthur, as she is an awesome sailor. There was a sidebar to the article that listed some "pre-Ellen Milestones in Women's Sailing" with a source referral of a website. There are, of course, many more historically significant female sailors who were not mentioned and not represented in the sidebar, giving a somewhat skewed historical perspective.

That's all right, but let me fill in the blanks on two sailors that I think really need to be mentioned. The first is Krystyna Chojnowska-Liskiewicz of Poland, who became the first woman to circumnavigate singlehanded. She did it with her 31-ft *Mazurek* between '76 and '78. The other is Dame Commander Naomi James, who circumnavigated in 267 days by way of Cape Horn in '78 aboard the 53-ft *Express Crusader* (formerly Chay Blyth's *Spirit of Cutty Sark*), besting the record of Sir Francis Chichester by about five days.

If anyone wants to read further accounts of early singlehanded history by both sexes, and not necessarily singlehanded racing, they should check out Richard Henderson's book *Singlehanded Sailing*.

Capt Jan Abbott Mondragon
Cygnus
Coronado

Capt Jan — Thanks for bringing up those important names in the history of sailing. But we're puzzled. What do you think is 'politically correct' about your mentioning it?

↑↓WHAT ABOUT A CHARTER FROM P.V. TO CABO?

My wife and I are contemplating an April 15-21 charter aboard a 32-ft sloop from Puerto Vallarta to Cabo San Lucas. The captain has been straightforward with us, saying that it

will be an upwind and uncomfortable trip — but adds that it will only be 300 miles. This leaves us wondering how long the passage might take, as we're willing to bash for a couple of days, but also want to be up for enjoying ourselves in Cabo, too. We'd ask the captain, but he recently departed Natal and will be out of touch for some time.

We don't personally know anyone who has made this trip, but thought that you or someone you know has certainly made the passage. Any advice or opinions would be greatly appreciated.
Everett Bjorklund
California



LATITUDE / RICHARD

If you do a coastal charter in Mexico, you get to enjoy attractions like the falls at Yelapa.

Any advice or opinions would be greatly appreciated.

Everett — We're not aware of any legal sailboat charters between Puerto Vallarta and Cabo, so we presume you're dealing with a 'pirate' operation. That's not necessarily a bad thing,

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LETTERS

but you'd want to do some due diligence about the captain, the condition of the vessel and safety gear, and ask what happens if the trip has to be cancelled because of boat problems.

If you were sailing from Cabo to P.V., we'd say the trip would take three days because it would almost certainly be off-the-wind sailing. Since you'd be going the other way and it will almost certainly be upwind, the length of the passage will depend on how hard the wind blows, how big the seas are, how weatherly the 32-footer is, and how strong your stomachs are. Unless the boat has a strong engine and you motor all the way, we'd figure on a minimum of three days — but it could take a week or more if there was a strong Norther blowing down from the Sea of Cortez. It also would depend on whether you would be making a straight shot or sailing up to Mazatlan and then cutting across the Sea of Cortez where it's the most narrow.

If you're going to pay to sail in Mexico, it's our opinion that the Puerto Vallarta to Cabo passage would be one of the least attractive itineraries. Here are two much better options: 1) A week-long, anchorage-hopping cruise between La Paz and Loreto — the weather is great in the Sea of Cortez at that time of year. 2) A week-long, anchorage-hopping cruise along mainland Mexico's Gold Coast between Puerto Vallarta and Manzanillo. The beauty of these itineraries is that they are 140 and 170 miles respectively, which means that in addition to sailing a couple of hours each day, you would also have time to explore ashore, swim, snorkel and surf. Plus you'd get to spend each night in a different neat anchorage rather than standing watch at sea. We're not trying to interfere with some enterprising skipper's charter gig, but we're confident that 99% of Mexico vets would concur with our opinion.

↑↓BOAT HAULING

I'm purchasing a Nor' Sea 27 sailboat in La Paz, Mexico. I need to have it shipped to Gainesville, Georgia, and was told that you could point me in the right direction. I would appreciate your help, as in a week's worth of looking and contacting people, I have yet to receive a single reply.

Bill Oyster
Gainesville, Georgia

Bill — The only people who truck boats out of Mexico on a regular basis are Marina Seca in San Carlos on the mainland. So you'd have to make the 300-mile trip from La Paz to San Carlos. And the folks at San Carlos only ship to Tucson, at which point the boat would have to be transferred to another carrier for further shipment in the United States. Compared to the price of the boat, it's going to be pretty expensive. But check them out at www.marinasecarlos.com.

You might want to consider the do-it-yourself option. This would involve getting a reasonably heavy-duty pickup and a trailer — assuming that the boat doesn't have a trailer in La Paz — and doing the road trip yourself. We've trailered a boat the length of the Baja Peninsula, and it's spectacular! And if you had the time, a drive across the United States could be a hoot, too. This would cost a few bucks also, but you could offset the expense by loading the boat full of illegal immigrants or marijuana just before crossing the border. Just kidding.

↑↓HA-HA RECOMMENDATIONS

I saw your November request in 'Lectronic for thoughts on what to do and bring — or what not to do and bring — on a Ha-Ha. Unfortunately, I haven't gotten the chance to do one since '99, when I was a last-minute fill-in crew on Ralph and Joanne Felton's Newport 41 *El Sueño*, but here are some things

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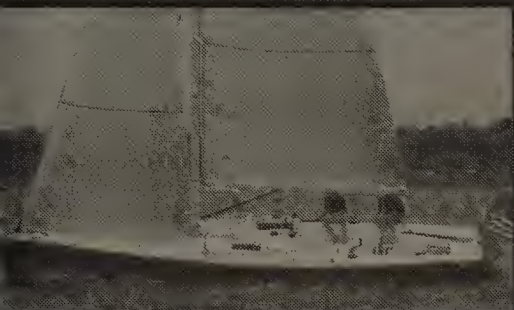
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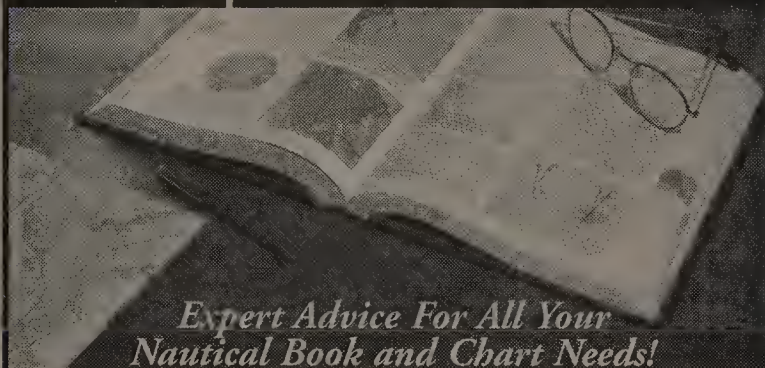
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LETTERS

I found really helpful:

1) The Captain or other electronic navigation software, with local charts already loaded in the computer or other navigation device — plus Mexico chartbooks as hard-copy backups.

2) A working autopilot — with backup. The drive-belt for *El Sueño's* Autohelm broke on the first leg, but a leather expert in Turtle Bay devised a way for us to splice it. My solo night watches were so much better when I had both the autopilot and the next item.

3) A shirt-pocket size shortwave radio — \$25 from Radio Shack — with headphones rather than the 'ear-buds' it comes with. The BBC kept me company and awake on those solo night watches, and headphones allowed me to listen without waking the crew. I've since found the AM/FM bands on the radio are very nice for trips off the coast of California.

4) A watermaker. Not having to worry about water made showering on the foredeck much more guilt-free.

5) Joanne Felton. She grew up in Mexico, so she speaks Spanish like a native and with all the colloquialisms! That made the autopilot repair, negotiating the purchase of *camarones* and *langostinos* from the *panganeros*, and checking in at Cabo a breeze for all of us and lots of others.

6) Good communication among the crew so that, among other things, they understand and are comfortable with the medical problems of their crewmates. I, for example, am an insulin-dependent diabetic, and in '99 had originally signed on with another boat. The night before we were to leave San Diego, I had an insulin shock episode, and the crew wasn't comfortable sailing with me. Early on, I had gone over with the crew what to do if I had such an episode, but they'd never experienced one. Joanne and others on *El Sueño* were familiar with diabetes, and had no such concerns.

P.S. I helped deliver Lori Warner's Tartan 37 *Wild Rose* from Northern California to San Diego so they could do last year's Ha-Ha. The delivery crew included Phil Hendrix, who later had to be med-evac'd from Turtle Bay during the Ha-Ha. Hendrix had gone over his medical issues with the delivery crew to San Diego, so we were comfortable with them — plus, while in California we weren't so far from medical help.

Peter Hine
Stockton

Peter — Two thoughts. First, we rarely have just one person on watch, but if we did, we wouldn't allow them to be listening to music through headphones. Sound is usually the most important sense after vision when sailing, and it seems reckless for the only person on watch to be nullifying that sense. Second, we've found that people with medical conditions often aren't nearly as upfront about their health as they ought to be. For instance, we've had people who had sworn they were in perfect health show up on our boat for long passages with debilitating conditions and medications that needed to be kept within a narrow temperature range that we couldn't guarantee. Withholding such information creates potential problems and risks for everyone.

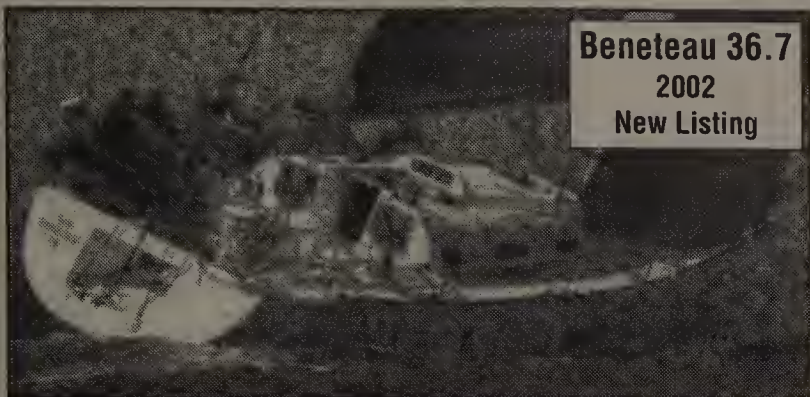
↑↓SERIOUS ABOUT SAFETY IN THE HA-HA

Wow, what a great photo of our Islander 36 *Double D's* at the start of the Ha-Ha, the one that was featured on pages 104-105 of the December issue! That was also a great story about needing to be prepared for emergencies. We want to let you know that even though we looked pretty carefree out there — what with the umbrellas up and stuff — we were very serious about safety when outfitting our boat and preparing our crew for the Ha-Ha. We even practiced by taking multiple long

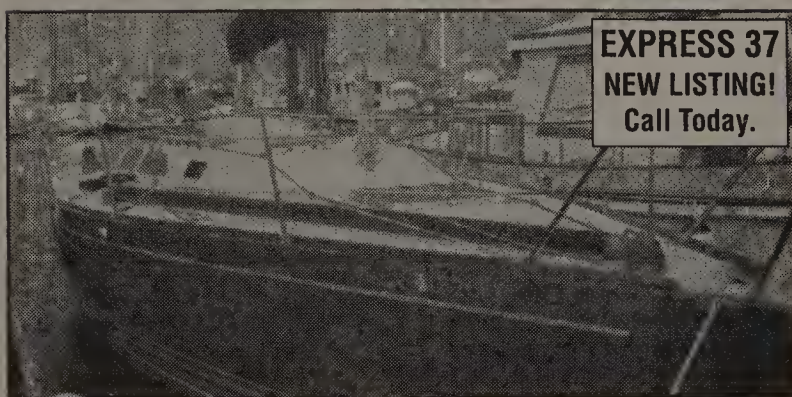
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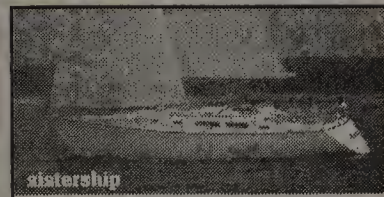


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J/40, 1986

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SABRE 38, 1983

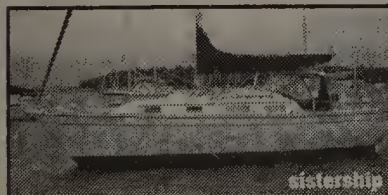
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PEARSON 303, 1985

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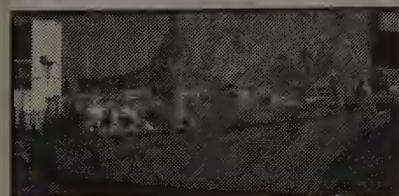
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HINCKLEY 38, 1969

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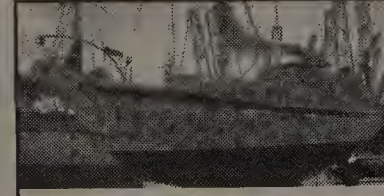
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LETTERS

trips up and down the coast of California and testing our equipment, ourselves and our emergency procedures.

Our Ha-Ha was not without its mishaps, but all of our woes were fixable boat problems. We were fortunate to not experience any health issues, but we were prepared for the worst. We had a designated Health & Safety Officer on our crew who, with the assistance of her mother, an emergency

response specialist and surgical nurse, assessed the contents of our First-Aid backpack. She added several prescription meds for serious ailments and pain, a small field surgical kit, and a handy quick-reference book on how to respond to medical situations. We also provisioned our boat with healthy foods, plenty of snacks and bottled water, and just enough alcohol to keep it fun.

We had each crewmember complete a detailed health information questionnaire

'36 Double D's carried a Health & Safety officer during the Ha-Ha.

listing any regular meds being taken, known allergies, recent surgeries/illnesses, and so forth. We had them sign releases for medical treatment, got their emergency contact information, passport numbers, and as much personal information as possible that we felt might be helpful in an emergency. This information was transferred onto index cards that were laminated and bound — a copy for the ditch bag, a copy for the First-Aid backpack, and a copy was kept with other important papers on the boat. These little cards are now souvenirs for the crew, but Dale and I are keeping ours onboard and in our First-Aid backpack because we plan to be out on the blue even more often. In fact, you might even see us signing up for the next Ha-Ha — it was a grand adventure that taught us a lot about ourselves and cruising. It also left us wanting more.

Our thanks to the Grand Poobah, the Assistant Poobah, Doña de Mallorca and everyone else who works so hard every year on the Ha-Ha to give sailors such as ourselves an opportunity to get away from the dock, meet new friends, and get a small taste of the cruising life.

Dena Rutan & Dale Snearly
36 Double D's, Islander 36
San Leandro

Dena and Dale — Thanks for the kind words. We admire all your preparation for the Ha-Ha and hope we see you at the start of the Ha-Ha this fall.

HA-HA LIKES AND DISLIKES

Did we have major gear and/or engine problems on the Ha-Ha? Amazingly not — knock on wood. Let's hope our luck continues for the rest of the season in Mexico.

What was our favorite bit of marine gear? When sailing, it was definitely the downwind sails. We had a Code Zero, plus light and heavy air asymmetrical chutes, and both of the latter could be flown off the pole as well. Having the pole was

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LETTERS

key, as much of the Ha-Ha was sailed on really low sailing angles. I think the sleds without poles sailed at least twice as many miles as we did.

We also loved our Simrad autopilot, which was able to drive in all conditions, including with the chute up — although we found it didn't respond as quickly as humans.

For creature comfort, we had several favorites. Our ENWA 30-gallon/hour watermaker permitted unlimited showering. The Inmarsat-C allowed the crew to email friends and family. The Inmarsat Mini-M allowed me to keep in touch with a family medical emergency at home.

What bit of marine gear did we really wish we had? A longer waterline, as we always wanted to go faster. We think that a Hallberg-Rassy 62 would be perfect!

As for the number of crew, we had five, which we think was ideal for our boat. It meant we had enough for two people to be on watch at all times, which allowed us to fly the chute around the clock. But it still meant people got plenty of rest. And when at anchor, the boat was big enough for everyone to have a comfortable place to sleep.

Four out of the five of us on the crew were old friends. We picked up an additional crewmember from the Mexico Crew Party in early October. We looked for someone with similar background and interests, and it worked out really well. The hardest part was actually choosing between a number of great candidates that we met at the party.

Mike & Jan Moore
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↑↓BECOME PROFICIENT AT CHANGING FILTERS

If you're still taking comments on gear and crew from the Ha-Ha, we'd like to put in our comments — although we did the '03 Ha-Ha with our Islander 36 *Bella Dama*.

We had what seemed like major electrical problems, but they turned out to be no big deal. They were fixed by a fellow cruiser in Cabo for coconuts. We also had problems with contaminated fuel and fuel filters that persisted for the duration of our seven-month cruise. Although that didn't stop us from enjoying ourselves, I advise everyone to become proficient at changing filters and bleeding the diesel before going to Mexico.

Our favorite bit of marine gear was our 150% furling genoa, as it was great for light air and made for easy sail area reductions in the middle of the night. The one thing we wished we had was a truly reliable and bulletproof autopilot.

I picked up new crew for the Ha-Ha. It would have been better to have sailed with him before, as there can be some stressful moments on the Ha-Ha. But in the long run it worked out great.

Overall, the Ha-Ha was terrific. I hope to do it again soon, on my boat or someone else's boat.

Chad Kominek
Bella Dama, Islander 36
Ventura

Chad — We're not saying that this was the cause of problems with your autopilot, but many times folks make their autopilots work much harder than necessary by either carrying too much sail or having the sails poorly trimmed. There probably isn't a recreational boat autopilot that can't be damaged through misuse or abuse. As such, it might help if boatowners thought of their autopilots in human rather than mechanical terms. It's not necessary to give the thing a cute name or anything, but it does help to keep the load as light as possible for any set of sailing conditions.

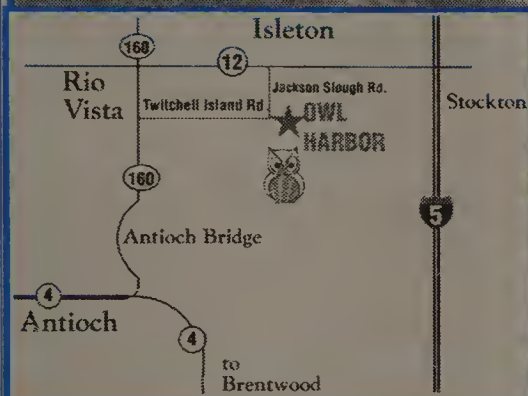


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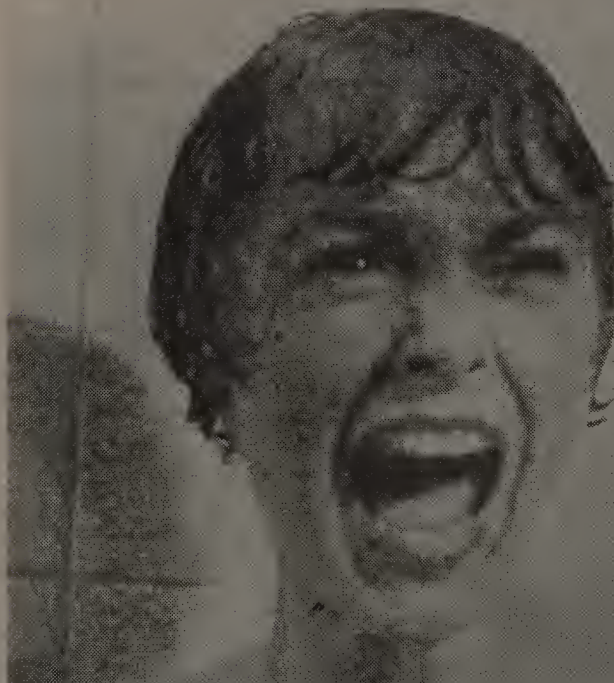


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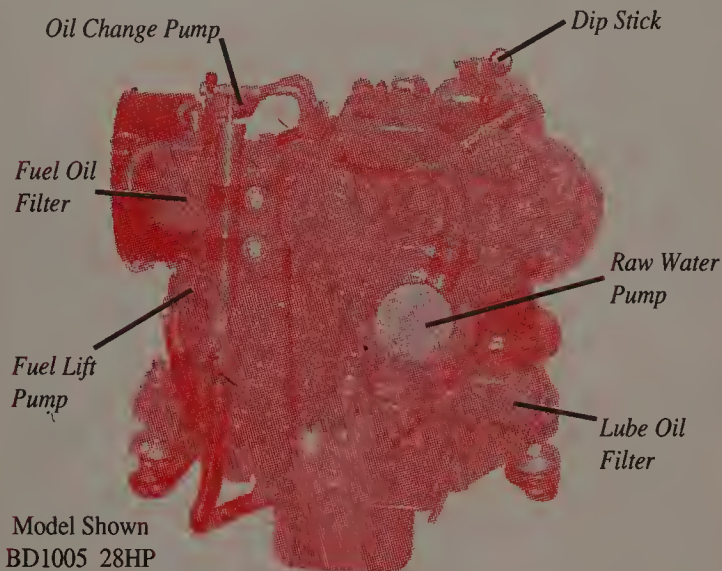
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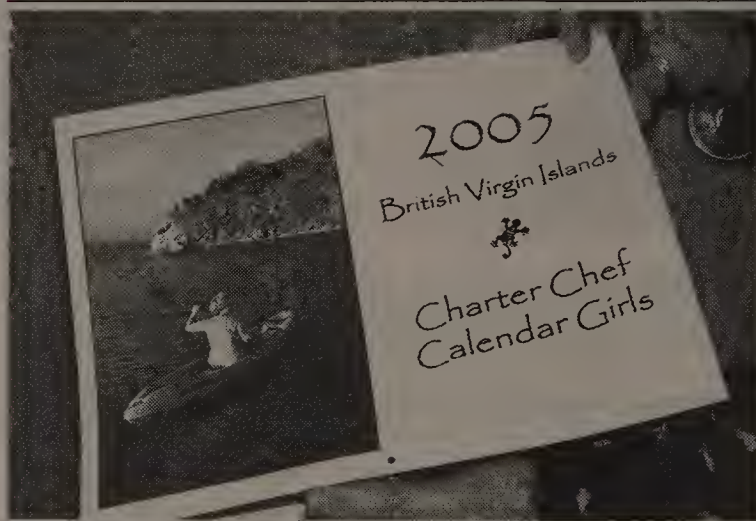
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LETTERS

↑↓VISAR DOES A GOOD JOB

Those (British) Virgin Islands Search & Rescue folks do a great job. VISAR is a 24-hour-a-day, voluntary, charity-funded organization dedicated to saving lives at sea. Most *Latitude* readers know them because of the recent announcement that some of the women charter chefs on BVI-based charter boats doffed their duds and shared recipes for the *Charter Chef Calender Girls* calendar to raise money for the organization.

We know those VISAR folks do a great job because a couple of springs ago we observed a rescue involving them near the infamous *William Thornton* floating bar and restaurant at Norman Island. After enjoying dinner and some margaritas, we were having a nightcap in our cockpit when a fellow did a bad dive off the house and hit the water flat. He came up for a second, then went under. His buddies pulled him onto the dinghy dock where they worked on him — but apparently without much success. A short time later, this big hard-bottom inflatable marked Virgin Island Search And Rescue came charging up. They put the patient aboard and took off. They were very professional. As such, I'll be buying one of the calenders to support them.



The VISAR calendar features a bevy of culinary beauties.

With regard to the subject of men peeing into containers rather than over the side, I suggest using a wide mouth bottle with a cap. It saves having to clean up, and can also be used in the cockpit or other places.

Shep
Cyberspace

Readers — Founded in 1988, VISAR has carried out more than 300 Search & Rescue missions, helped more than 1,200 people in distress, and saved over 200 lives. VISAR's volunteers come from all walks of life, and undergo rigorous training in seamanship, small boat handling, as well as Search & Rescue techniques and First Aid. They give up their own time to train and answer distress calls. They get nothing in return except the satisfaction of knowing that they are doing a vital job.

If anyone would like to buy a calendar to support VISAR — Lynn Ringseis of Novato and the B.V.I.-based *Lagoon 41 Moonshine* is the April Chef — they should email www.bvicharteryachtchefcalendargirls.com for information. If anyone would like to contribute directly to VISAR, they should visit www.visar.org/trust

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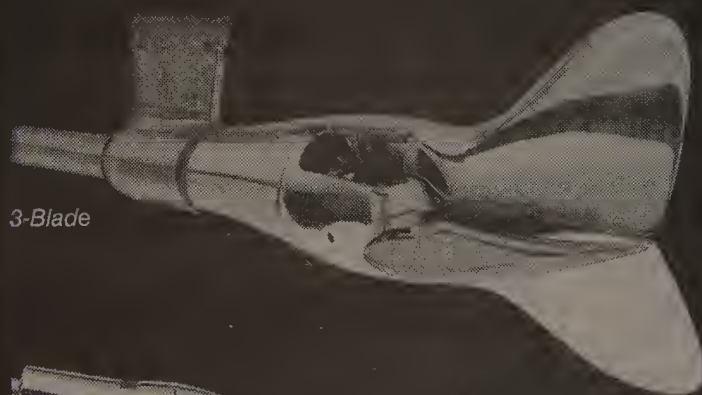
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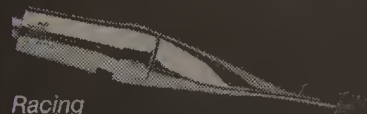
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LETTERS

Martini after her truck ride from San Carlos, Mexico, to Ventura. Nothing goes to weather like a Kenworth! It's my pleasure to report the whole process went off without a hitch.

Marina Seca in San Carlos hauled the boat, pulled the stick, prepared everything for shipment, then loaded it all on their transport trailer. The operation was completed one day ahead of schedule and Jesus and his crew at Marina Seca were all great to work with. From San Carlos, the load was taken to Tucson, Arizona, where an independent crane company was employed to reload the boat on a U.S. carrier. I was not present for this transfer, but apparently it went without incident, because two days later *Dry Martini* arrived in Ventura — yet another day ahead of schedule. In Ventura, we used the Ventura Harbor Boatyard for the recommissioning process. This also proved to be a good choice.

The entire operation — including the crane company in Tucson and the U.S. carrier — was arranged for and supervised by Jesus at Marina Seca. Payment is made to Marina Seca for their work, the truck to Tucson, and the crane transfer. The fee for the U.S. truck is paid directly to that company upon delivery and for the prearranged price — all part of the package quoted by Jesus. The total cost for *Dry Martini*, which is 38 feet LOA and has a beam of 12 feet, came to just over \$5,000. This did not include the yard fee in Ventura for unloading.

Here are a couple of things to consider when deciding if trucking your boat home is preferable to making the Baja Bash. If your boat has greater than a 12-foot beam, the shipping cost for the U.S. leg is going to be significantly higher because the load requires a chase car to follow along to caution other vehicles. When loaded aboard the transport trailer, the maximum height of any portion of the load must not exceed 14 feet. The bottom of the keel rides approximately two feet above the ground, so adding up from there, you can determine what might have to be removed from the deck in order to meet the height limitation. In the case of the *Dry Martini*, which draws only five feet, this required the removal of the radar arch and the mast pulpit. With a deeper keel, it might become necessary to remove the bow pulpit, stern rail, and dodger frame. Most of your belongings can ride in the boat so long as they are properly secured. You must remove any food stuff and be sure there is no sort of white powder — such as salt, sugar, flour or boric acid — laying around. This is not because of drug issues but rather the current paranoia concerning things like anthrax.

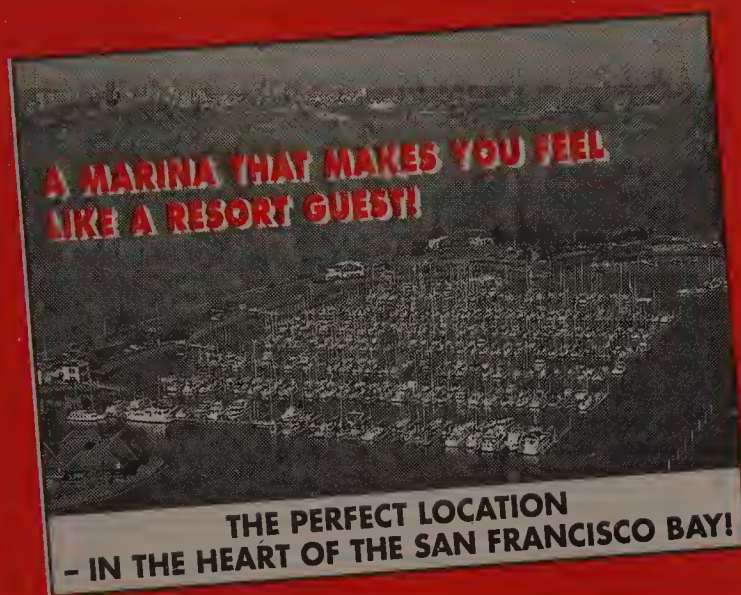
During the trip home, the boat runs over a lot of bumps and is exposed to extensive vibration. Anything inside that is not completely secured will fall. We had a barometer fall that was secured to a bulkhead with wood screws! There is no need for you to travel with the load. The boat may be locked, but the driver will require the key or combination, as the vessel is subject to the Mexican military checkpoint searches and, of course, inspection by U.S. Customs. We did not lock *Dry Martini*, and I could find no sign of any inspector having been aboard.

For us, the decision to ship rather than bash came down to the realization of several facts: *Dry Martini* had been put to hard service for the past three years; she had a 15-year-old rig; much of her time had been spent in the tropics; and her engine had 1,800 hours since its last professional attention. All too many times we have heard the SSB nets providing assistance to vessels coming north up the outside who wound up sitting in Turtle Bay waiting for some obscure part to be relayed down by southbound cruisers. We just didn't want to gamble on such a problem marring what, for us, has been

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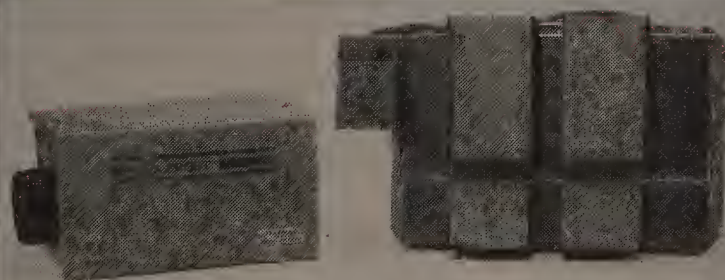
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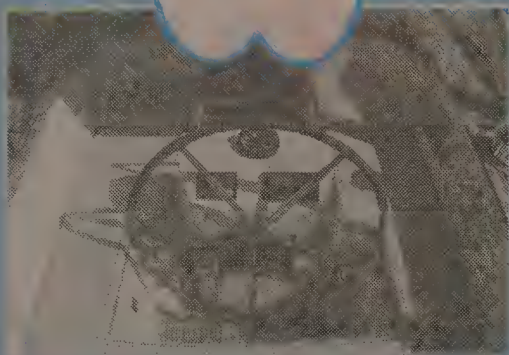
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LETTERS

truly the experience of a lifetime.

Jimmie Zinn & Jane Hanawalt
Dry Martini, Morgan 38
Ventura

↑↓A GOOD TRUCKIN' TRIP HOME FOR THE BOAT

In the December '03 *Changes*, you published an account of the problems Don and Mary Lou Oliver had having their Ericson 38 *Cappuccino* trucked back from San Carlos, Mexico. Like the Olivers, we did the 01' Ha-Ha with our Cabo Rico 38, and we later buddyboated with the Olivers, and were therefore well aware of their plight. Our boat was hauled out into Marina Seca just after *Cappuccino* last June. We even had some personal belongings brought back on *Cappuccino*, for which I had concerns. However, my son's guitar did not get damaged, and the high heat in Tucson caused no ill effects to our other belongings.

After cruising for two seasons in Mexico, we opted to leave our boat in dry storage at Marina Seca while we returned to the Bay Area and got our land-lives back in order. The Marina Seca staff helped immensely with both storage — quelling our fears of damage from Hurricane Marty and so forth — and coordinating the trucking of our boat. When it came time to schedule the move, I chose a different carrier for the United States half of the trip, a decision based on the difficulties the Olivers had with Kevin's Trucking.

But a week before the expected trip to Tucson, Jesus emailed me asking if my trucking company could wait a week. It turned out the Mexican government had instituted a new paperwork dance for exit papers that changed the normal two-hour process to as much as five days, and therefore all the boats ready to go were being delayed. My carrier couldn't change schedules to wait a week as they were picking up *Silhouette* on a deadhead run from Galveston. And their next available date was two months out! After many emails and calls, I opted to go with Kevin's to get *Silhouette* home sooner.

I'm writing to say that my experience with Kevin's was far different than from that of the Olivers. I think the communication problem they had was because they never had the right phone number. *Silhouette* was transferred to Kevin's rig just 48 hours after Marina Seca finished hauling her to Tucson. I'd say the only glitch was a call from Sean saying: "Oh, don't worry, your boat is fine, but our truck broke down in Barstow." The delay was just two days, and when I spoke with the driver, it turned out that he'd found stress cracks in the trailer's frame. So he parked his rig and requested another trailer to complete the haul. His observation most likely saved my boat from being separated from the tractor. It cost his company dearly, as they needed a crane to transfer my boat to the second trailer. Were there frustrations? Sure. Was I satisfied with Kevin's Trucking? You bet!

Now if I can just get all the work done and get our 'Silly' back being wet, I'll truly be happy. I even hope to get out for the Summer Sailstice again this year!

Alan E. Wulzen
Silhouette, Cabo Rico 38
San Anselmo

Alan — Geez, we do about everything we can to avoid getting in the middle of disputes, but since you threw in your two cent's worth, we suppose it's only fair that we run the next letter, which describes a very unhappy experience.

↑↓PROBLEMS WITH TRUCKING OUR BOAT HOME

I somehow missed the original letter on this subject, but

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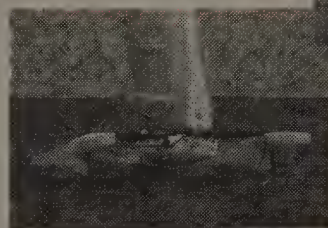


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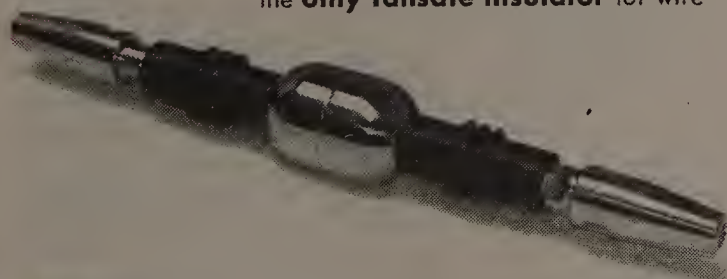
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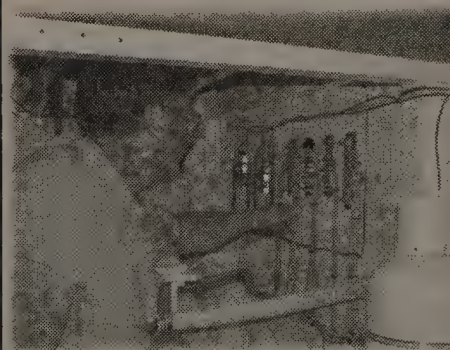
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Travelers

LETTERS

Kevin Bascom's response to a complaint by another customer of his boat trucking service had a familiar tone. My own experience with Kevin's Quality Marine may help others assess the truth of this current debate.

Following the '97 Ha-Ha, we stored our Catalina 38 *Snowbird* at Marina Seca in San Carlos, Mexico. A few years later, we decided to truck her home to Stockton. For those unfamiliar with the process, the Mexican trucker is licensed to deliver boats to Tucson, where they must be transferred onto an American carrier for the final U.S. destination. The American carrier we chose was Kevin's Quality Marine of Sacramento.

In arranging for his company's service, I spoke directly to Kevin via telephone. He asked for significant measurements — height, width, weight and so forth. I told him that other than the written factory specs, I didn't know the answers to these questions, and that I was in California and the boat was in Mexico. He responded that he had hauled Catalina 38s previously, was familiar with the boat, and that it would be no problem. We agreed on the price, and I personally hand-delivered the down payment to Kevin.

At that time, we created a written, signed agreement, and both of us kept copies. My wife and I then drove to San Carlos to unload and package the boat, and coordinate the travel dates between Jesus, manager of Marina Seca, and Kevin of Kevin's Quality Marine. This done, we watched a very professional, competent Mexican yard crew package and load *Snowbird* for the first leg of the delivery. There wasn't a hitch. We can't say enough good things about Jesus, Marina Seca and their trucking system. You won't find a more professional manager or operation anywhere.

The truck left that afternoon. We accompanied it through Customs at Nogales, where we stayed overnight. The following morning we drove to Marco Crane in Tucson to pay their \$400 transfer fee and to inspect the boat, as had been arranged. Inspection at this point is necessary in order to be able to allocate responsibility among the trucking companies and transfer services in case there was any damage. From there, we'd only have to meet the truck at Ladd's Marine in Stockton and, after unloading the boat and doing a final inspection, deliver our check for the contractual balance to Kevin's driver.

Imagine our surprise when we arrived at Marco Crane, presented our check — and they refused it because they knew nothing of our boat! Somewhere between Mexico and Tucson, a 38-ft, 8-ton boat on a huge trailer had simply vanished! As we had followed the same highway, we knew it wasn't stopped along the way. Panic loomed. After much conversation with the sympathetic Marco folks, and several frantic phone calls to Kevin's, where nobody was available — sound familiar to the previous writer's complaint? — we were still in the dark.

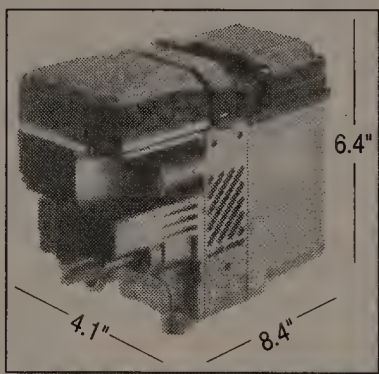
We finally called Marina Seca, where a very apologetic and very professional Jesus informed us that his driver had reported that because Marco couldn't complete the transfer until the following day — the possibility of several days' delay was provided for in my contract with Kevin's — and because Kevin's didn't want the down time for his driver and rig, the driver had been redirected across town to Hook Crane, who could immediately transfer our boat.

Several hours — and many wrong turns and dead-end streets — later, we found Hook Crane. Imagine our second surprise when we offered our check for \$400 and asked to inspect our boat, only to be told that the boat had already been transferred and was gone! And that Kevin's driver al-

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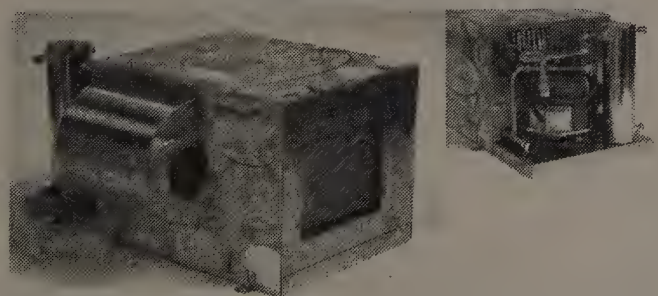


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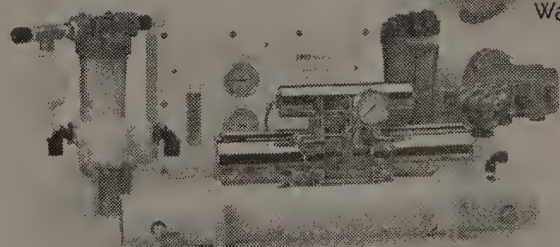
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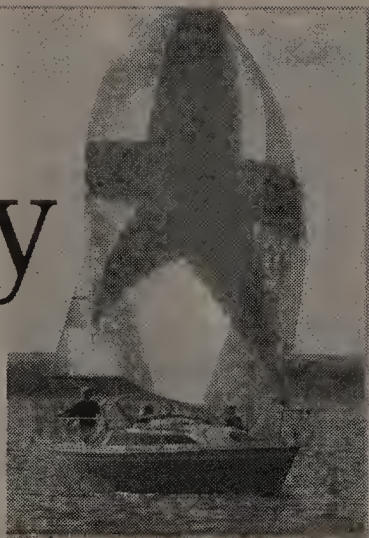


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LETTERS

ready had paid the transfer fee — which, by the way, had grown to \$778!

We made more long distance calls to Kevin's. Kevin was out. Sound familiar? I called Jesus, who called Kevin's. A few calls later, I was able to talk with Kevin's brother, who verified that, yes, the transfer fee had increased, and yes, I was expected to — no, I " . . . would . . . " pay the new amount "or they would not deliver my boat to me." He then informed me that our "boat was higher than (I) had represented" — sound familiar to the previous writer's complaint? — resulting in increased licensing fees, which also would be added to my revised total. I reminded Kevin's brother that there had been no height problem with the Mexican rig, and that I had made no representation of the height. I insisted that we had a written contract for a set amount, and that I expected us all to follow that contract to the letter. Furthermore, I told him that I expected delivery, as agreed, at which time I would pay the agreed-upon price.

Kevin's brother repeated that I certainly would pay the higher amount if I wanted to get my boat back. He also informed me that my personal check was no longer good, screaming that I would have to pay by certified check!

I yelled back that we had a written agreement, at which time he hung up. And *Snowbird* remained missing.

For the next several days, there was "no one available" at Kevin's. Sound familiar to the previous writer's complaint? Ladd's knew nothing, despite their having scheduled a lift and yard time to receive the boat. Marina Seca knew nothing. Our beloved *Snowbird* had simply vanished into the desert, and there was no finding out where she was.

Finally, we got a call from Ladd's, telling us that Kevin's had told one of their employees they had taken our boat to Kevin's yard, and they weren't going to release her until we paid the higher prices. My calls to Kevin's went unanswered. Sound familiar to the previous complaint? After consulting an attorney, who told me it would be more cost effective to simply pay the higher fees than to sue in Sacramento County where the boat was being held hostage, I capitulated.

On the scheduled day, Kevin's driver appeared at Ladd's, demanded that I produce the checks, then unloaded the boat — necessitating about two hours of my direct assistance due to the crappy condition of the trailer. I paid and he left. There was a distinct sour taste in my mouth, but at least I was finished with Kevin's 'Quality' Marine.

There is an ironic postscript to this story. One evening a couple of weeks after the delivery, I received a phone call at my home. The caller was so pleasant that I didn't recognize him as being from Kevin's. I almost dropped the phone when he said he was calling "to ask for a favor!" Was he kidding me??!!

"You sure called the right person for a favor?" I responded. "What could you possibly expect me to want to do for you?" It seems that the certified checks I'd given to the driver hadn't survived the trip they made through the washing machine in the pocket of his jeans! Kevin himself, rather than his threatening brother, wondered if I would just trouble myself to go to my bank and pay for new certified checks to replace the originals. "Yes, there is a God!" I thought to myself.

After cancelling payment on the damaged checks, then waiting for six months to assure that Kevin's couldn't present them for payment — I no longer trusted him at all — I arranged for Kevin to meet me at my bank, where I presented him with a *personal* check for the balance of our *original* contract. It took me about one nanosecond to decide to refuse his offer to "split the difference" between the agreed upon

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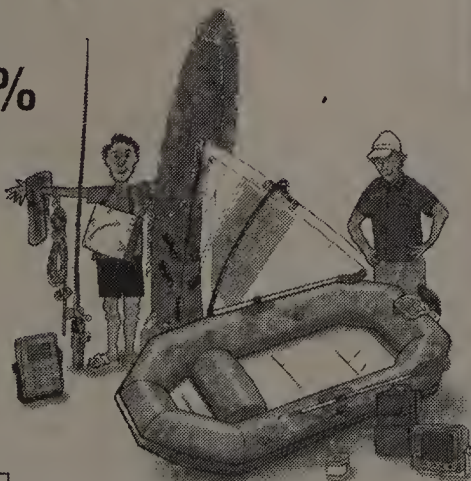


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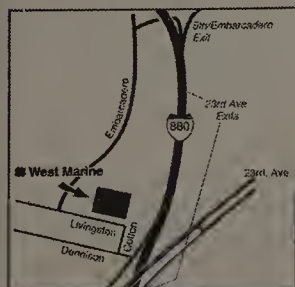
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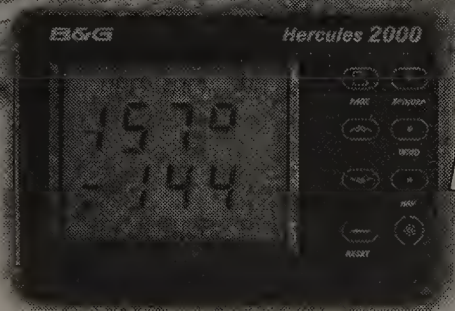
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LETTERS

price and what he ultimately tried to charge me.

By the way, I'm enclosing a copy of a letter by Hook Crane to verify some of the facts, but more importantly to show that the increased transfer fee wasn't due to any gouging on their part, but rather was entirely due to the poor condition of Kevin's trailer. Had Hook not intervened, it's likely my boat would have been damaged in the haul to Stockton.

Glen Robinson
Snowbird, Catalina 38
Lodi

Readers — We don't like to get into 'he said, she said' disputes, but since a lot of folks will be having their boats trucked home from Mexico in the upcoming months — these incidents happened in the spring of '04 — we thought it was important to run Robinson's letter and alert potential customers of possible areas of dispute.

Naturally, we contacted Kevin Bascom for his side of the story. His first email response was that he basically didn't work at the trucking company. "What you may or may not know is that I also have a boat dealership, and we sell and service new boats. I work at that location, not the trucking location. The guy makes reference to Kevin this and Kevin that, but I have not worked over at the trucking company for almost four years. I stop by sometimes, but only for accounting reasons. My brother Sean runs the trucking company."

"A second email from Bascom had a slightly different take: "I do remember Robinson, and yes, I did deal with him. I was filling in for Sean, the trucking manager, who had been in the hospital for three weeks. As you know, moving large sailboats across the country is a scheduling nightmare, and we always have problems with it. For example, if you load a 14-ft wide boat in L.A. on Thursday, you'd better be out of New Mexico by Friday at dusk or you will be stuck there for two days because New Mexico won't let 14-footers travel on weekends. Texas will, however!"

My point is that we were on a tight schedule with Robinson's boat, we and the Mexican hauler were both sitting at Marco Crane all day waiting to get loaded, and Marco couldn't do it for another four days. We had no choice but to go to the other crane company in order to meet our schedule. It was a decision made by both the Mexican hauler and us. What we didn't know was that the other crane company was going to charge us double. We had no choice but to pay the higher fee. Neither we nor the Mexican hauler could reach the customer.

"The other problem is that the customer gave me the overall height measurement with his boat on the Mexican hauler's trailer. The Mexican trailer is hydraulic and carries boats a foot lower than ours. He also forgot to mention that Snowbird has a dodger rail that couldn't be removed. This put the boat higher than a stock Catalina 38. Robinson was very mean and not very understanding of the situation. When I asked him to pay the higher bill at the crane company, he refused. I asked him to split it with me, but he refused that, too. After explaining the height issue to him, he refused to pay that also. And he refused to pay with a cashier's check, which had been called for in the written contract.

"We were not going to have the driver sit all weekend in Stockton just 30 minutes from home. Being out on the road for six weeks, we try and work things out. The driver sat there for four hours, and if I didn't let him come home, he would have had to stay the whole weekend. So I told Robinson what we were going to do, and he called us some bad names.

"We do not intentionally try to mess things up, but 'shit happens'. We are only human, and we make mistakes. Did

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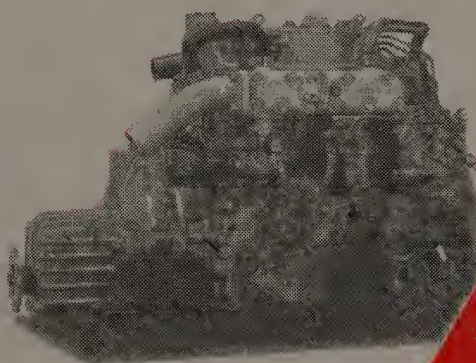


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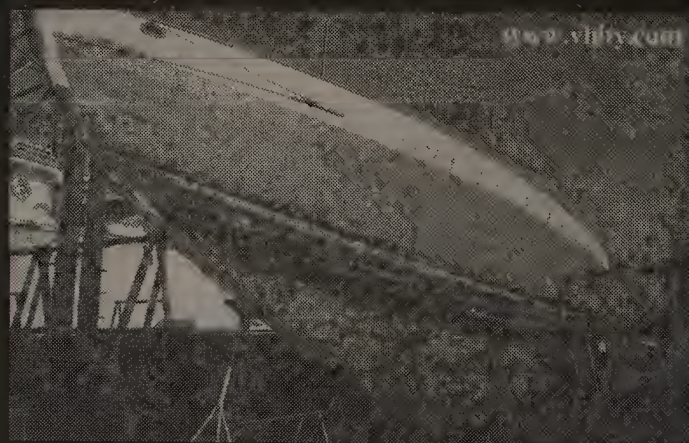
LETTERS

you notice that Robinson never mentioned that his boat arrived in perfect condition? People need to understand that regardless if we were late or early, we still have to drive the miles. We understand that everyone's time is very important, as is ours, but we cannot take money off the bill for a delay when we move oversize loads. It's funny, you can do 100 things right, but if you do one thing wrong you're the scum of the earth."

So ends Bascom's response. Once again, our purpose in running these two sides of the story is not to direct blame, but to let everyone know what kinds of problems can possibly arise when having a boat trucked home. If the measurement of the boat is wrong, for example, things can start going wrong quickly, because boat haulers have severe limitations on heights, widths, and when they can travel. Nonetheless, to date we have far more positive than negative reviews on having boats trucked home from Mexico.

We are often swamped with letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA 94941, or fax them to (415) 383-5816.

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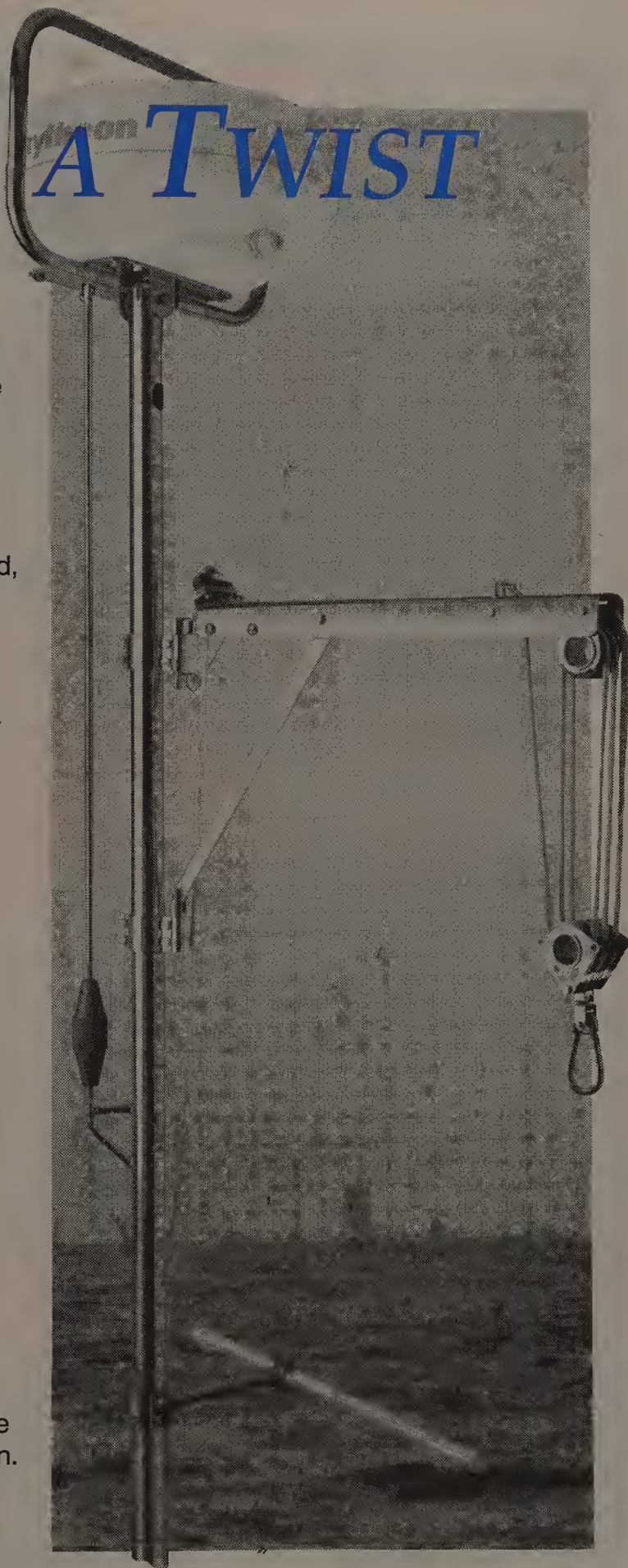
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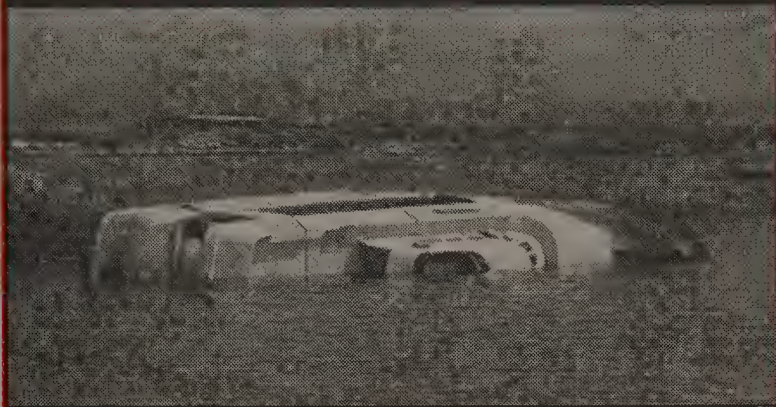
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LOOSE LIPS

Eight bells.

Surrounded by friends and family, Charles Edward "Chuck" Riley took his last breath the morning of Thursday, January 13, aboard his Island Packet 45 cutter, *South-ern Star*. He was 62.



Chuck and Dawn Riley.

Sailing is in the Riley genes. Chuck's grandfather was a sailmaker in the 1800s in Michigan. Chuck first sailed while still an infant, and began racing regularly at about age 7. He eventually became a world sailor, racing and cruising the Great Lakes, Eastern Seaboard, Bahamas, Caribbean and of

course San Francisco. In 1977, he and his wife took their three children on a 10,000-mile ocean sailing cruise aboard their 36-foot cutter *Firefly*. Along the way, the kids learned to sail — whether they wanted to or not.

"He wasn't necessarily patient," recalls daughter Dawn. "One of his often repeated comments when we were cruising as kids was, 'Put down the book and trim the sail!' I remember when I was about 6 years old, sitting on the stern pulpit of *Firefly* and trimming the spinnaker as we sailed across 20-mile-wide Lake St. Clair — in about 5 knots of wind. I'm pretty sure I was still trimming as it got dark. We were the only three kids begging our parents to turn on the engine so we could get home and do our homework!"

All three children, Dawn, Dana and Todd, took to sailing in a big way. But Chuck never dreamed the love of the sport he'd instilled in the Riley offspring would take Dawn into its highest echelons. She was twice skipper of round-the-world Whitbread racers, and participated three times (once as skipper) in the America's Cup. In 1995, Chuck put an extended cruise around the Pacific on hold to plunge into Dawn's *America True America's Cup* project.

Chuck was a founding member of the Great Lakes Single and Double Handed Sailing Society, and a member of Bayview YC in Detroit and St. Francis YC in San Francisco. He is survived by children Dawn, Dana and Todd, all passionate sailors, stepdaughter Krissy Hannon, granddaughter Emma, sister Marion, and brother Howard Jr. In lieu of flowers, donations in the name of Charles Riley may be sent to the above clubs or to: Chuck Riley Memorial Fund c/o Northern Trust Bank, attn. Banking Dept., 580 California St., Suite 1800, San Francisco, 94104. These funds will be used for sailing scholarships in Detroit and the San Francisco Bay Area.

A well-attended celebration of Chuck's life was held at the Sausalito YC on January 19. If you weren't able to make it, the family suggests that you raise a toast to Chuck the next time the opportunity presents itself — preferably from the deck of a boat.

"Dad used to tell us that the only thing that got him through church," says Dawn, "was trying to see through the stained glass windows if the leaves were moving enough to go sailing later."

Congratulations, we think.

In the "last record on earth we would like to attempt ourselves" department, Andrea Gancia and Matteo Micelli of Italy succeeded in breaking the Dakar-to Guadeloupe sailing record last month with a time of 13 days, 13 hours, and 58 minutes for the 2,700-mile Atlantic crossing. That's 35 hours faster

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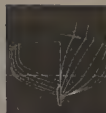
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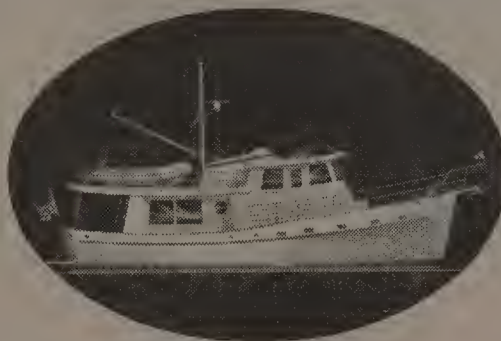
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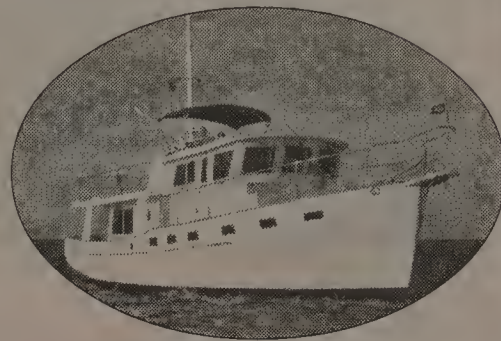
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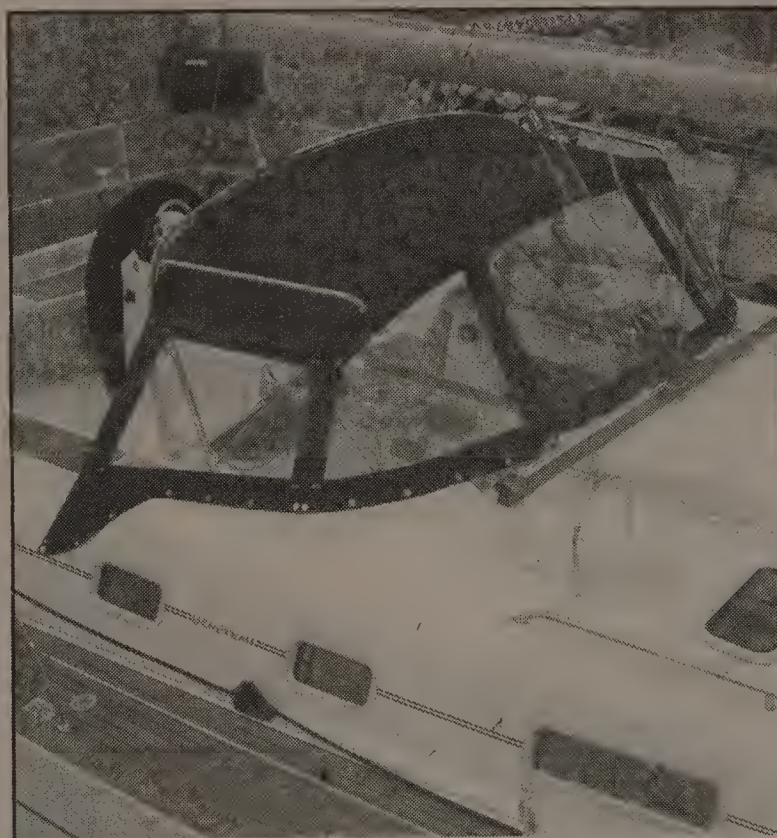
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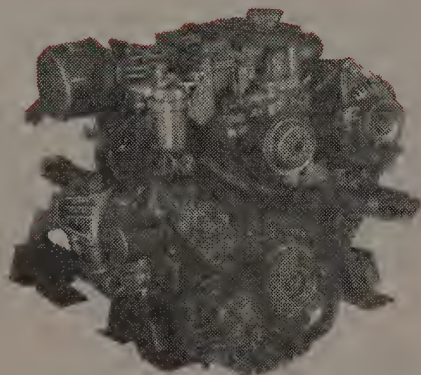


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LOOSE LIPS

than the old mark, set in 1999.

If their 200-mile-per day pace seems kind of slow to you in this era of mega cats and supermaxis, it may be because this record, which dates back to the mid-'80s, has always been sailed on open 'beach cats' 20 feet or less. Basically big Hobie Cats. We know what you're thinking and yes, this *does* mean participants in the Dakar-Guadelupe get no shelter from the elements and for two weeks must sleep, eat and work on an always bouncing trampoline that is rarely dry. Two Germans and one Brazilian sailor have lost their lives in pursuit of this record in years past.

Where past Dakar-Guadelupe boats have been modified production craft (a Nacra held the last record), the Italian boat was a Balance Ocean Cat 20, designed specifically for this challenge. The duo sailed under the banner of Abaco Team Property Management, an Italian holding company specializing in real estate and property management services.

Gancia, 44, and Miceli, 34, — both of whom are accomplished big boat racers — started from Dakar (the westernmost city in Africa) on December 26 and landed at Guadelupe on January 10. On the way, they suffered open sores, wounds that would not heal, exhaustion leading to impaired reflexes and hallucinations and the usual share of hellacious weather or stifling calms. At least they were never in survival mode under bare poles for 24 hours like the last record holders.

No report at presstime on whether either sailor had been able to stand up straight since coming ashore.

For more, log onto www.oceancat.net.

Didn't quite make *Calendar*.

West Marine's Pt. Richmond store has quite a bit in store (pun intended) in the next couple of months for boaters interested in understanding and updating their electronics and rigging. Here's a quick look at the February and March seminars.

February 12 — A representative from The Boat Guys (an Alameda-based supplier and installer of yacht systems) will discuss electrical and electrolysis issues.

February 19 — Ashley Perrin from Ocean Racing (a manufacturer of duffel bags and accessories) will discuss optimizing small boat rigging. In addition to her work with Ocean Racing, Ashley is an accomplished offshore racer and one of the premier Etchells riggers in the Bay, if not the country.

March 10 — Representatives from West Marine's Boat Services (the guys who install what West Marine sells) will discuss new electronics and their installation, including Garmin's new integrated radar/chartplotter system.

March 17 — Kermit Shickel, Harken's West Coast sales rep, will conduct a seminar on optimizing your rig for racing and cruising.

All seminars run from 6-8 p.m. at the Pt. Richmond store (501 Canal St., Richmond). For more information, contact Bruce Hammerlich at (510) 965-9922.

The boating life aquatic . . .

Actor/comedian Bill Murray spent a lot of time on boats during the filming of his recent movie *The Life Aquatic with Steve Zissou*. Like, five months worth of time off the coast of Italy. According to a snippet in the latest *People* magazine, Bill "has a real life passion for cruising the currents."

"Losing sight of land changes you," he says. "In the Grenadines, I chartered some really crummy boats. It made for an exciting trip — when sails rip, engines freeze up and you find organisms growing inside the diesel. It's terrible and amazing stuff."

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SIGHTINGS

oryx quest 2005

A few days after this issue comes out — February 5, to be precise — four of the world's eight largest multihulls will shove off from the oil-and-gas-rich port of Doha, Qatar, and race nonstop around the world in the Oryx Quest 2005. The quartet, all over 100 feet and tried-and-true veterans of previous circumnavigations, are the trimaran *Geronimo* (120 feet, skipper Olivier de Kersauson, FRA) and three cats: *Cheyenne* (ex-*PlayStation*, 125 feet, David Scully, USA), *Qatar* (ex-*Club Med*, ex-*Maiden II*, 110 feet, Brian Thompson, GBR), and the long-in-the-tooth *Daedalus* (ex-*ENZA*, 102 feet, Tony Bullimore, GBR). The winner of the mad dash will take home a cool \$1 million U.S.; second place will reap \$300,000; third will get \$200,000; and fourth, nada. We suspect there's more than a little appearance money involved, too — making this a pretty nice paycheck for almost everybody involved.

Because Qatar (pronounced 'cotter', as in 'Qatar pin') is located in the Middle East instead of Europe, the race is somewhat shorter than most of the other round-the-world jaunts — about 20,000 miles vs. the more standard 24,000 miles — and is projected to take around 50 days. (The Jules Verne record, currently owned by *Geronimo*, is 63.5 days, and the absolute record, set by *PlayStation* in April 2004, is 58 days, 9 hours.) The way we see it, the race will come down to a tussle between the two 'Indian boats'. *Cheyenne* will be fastest off the wind

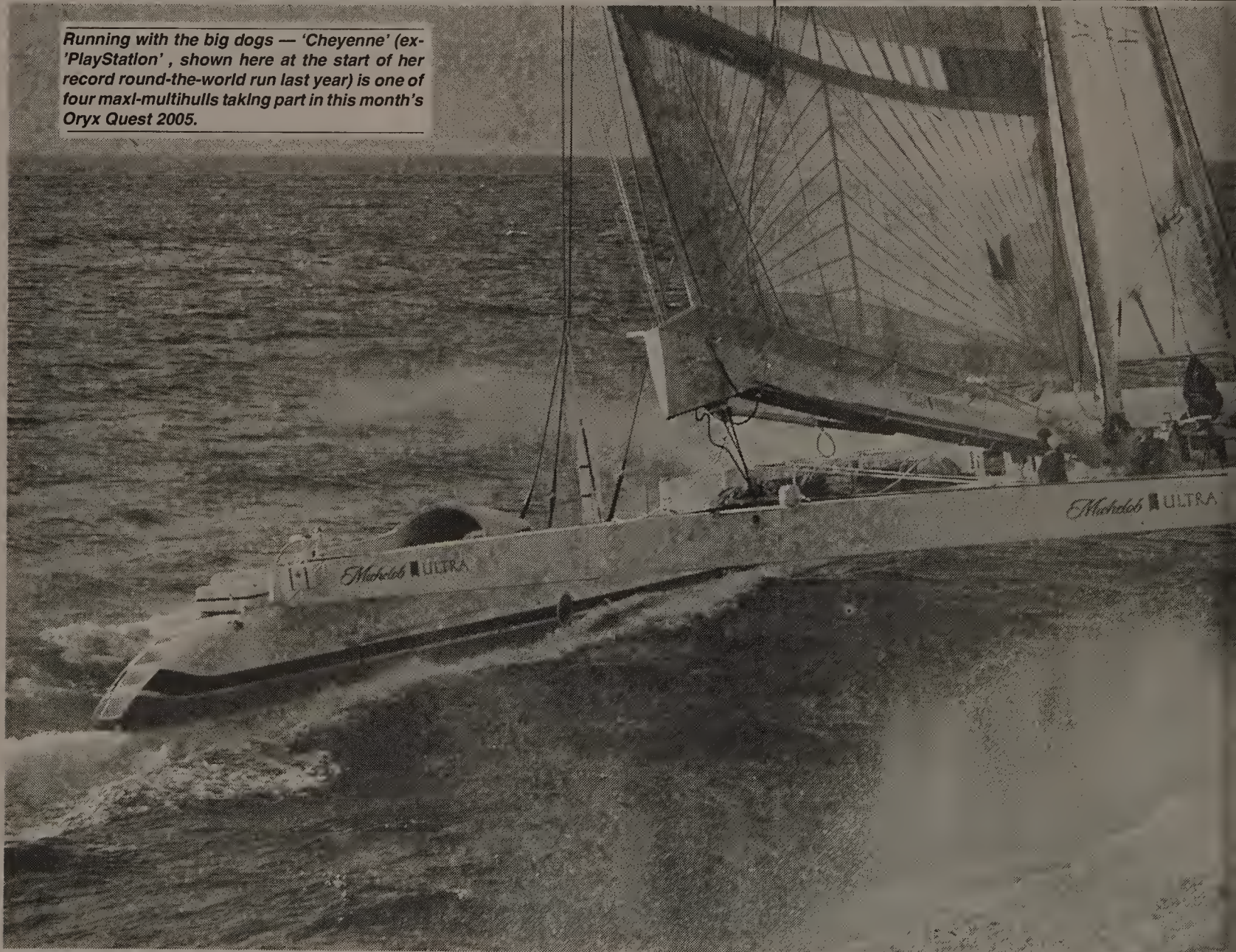
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cruiser attacked

Andy Kurtz called last month to report that a man boarded his Columbia 57 *Angelique* in Puerto Madero, Mexico, and attempted to rape his female crewmember. The incident occurred on January 16, the second night after he had pulled in for alternator repairs. He and crew Stephanie Beaulieu are in the process of delivering Kurtz's new-to-him Columbia 57 *Angelique* from Florida to Hawaii.

Kurtz, who ran Kurtz Yacht Construction in Sausalito before moving to Hawaii 10 years ago, says *Angelique* was boarded by a mid-20s to mid-30s Mexican national about 12:30 a.m. as the boat lay at anchor 50 yards offshore in the east basin near the fuel dock. The man, who apparently swam to the boat, entered through the open companionway and assaulted Beaulieu in her cabin. Screams from the 28-year-old woman brought Kurtz run-

Running with the big dogs — 'Cheyenne' (ex-'PlayStation', shown here at the start of her record round-the-world run last year) is one of four maxi-multihulls taking part in this month's Oryx Quest 2005.



in puerto madero

ning from his cabin aft to confront the attacker. A scuffle ensued, during which Kurtz was slashed and stabbed several times with what he describes as "a super miniature knife." The attacker eventually fled, jumped overboard and swam back into the night.

Beaulieu was unhurt and Kurtz, though he "bled quite a bit," needed only cleaning and bandaging of his mostly superficial wounds. The authorities were all courteous and efficient. *Angelique* was moved to the fishing dock for the remainder of the night, and the next day, says Kurtz, one of the local fishermen, "took us under his wing and got our faulty alternator fixed in about an hour."

Puerto Madero, the southernmost port in Mexico with facilities (it's only 16 miles from the Guatemalan border), has a reputation of being a rough port.

oryx quest — cont'd

and in the Southern Ocean, but *Geronimo* will have an edge upwind, which will include the homestretch. The two have never squared off before, so who knows what will happen?

The new event is the brainchild of female British sailing star Tracy Edwards, who sold this race and another one, the Quest Qatar 2006 (another race for mega-multihulls, but with stopovers), to the wealthy, sports-loving Qataris — none of whom are actually sailing in the race. One significant person (and boat) you *won't* find at either Oryx Quest is Bruno Peyron, skipper of the 120-ft *Orange II*, the world's newest maxi-cat. Peyron is the organizer of The Race, which attracted six mega-multihulls in its first and only running in 2001. Peyron apparently is livid with Edwards — not to mention suing her — for 'undermining' his second edition of The Race, which was meant to take off at about the same time. Like the song says, "money changes everything" — and the Qatar events obviously have barrells of it. (For what it's worth, it looks as though Peyron will be attempting his own Jules Verne record at the same time the Oryx Quest is going on.)

Intrigue, money, icebergs, politics, lawsuits, and did we mention money? This race has it all! It even has a Bay Area connection — inimitable Kiwi multihuller Peter Hogg will be spending 10 days in Doha as one of four members of the international race committee. Hogg is naturally excited about the upcoming race, and promises to fill us in more thoroughly on it as the time approaches. He's also hoping to sneak off to the 'camel races' while over there — Hogg swears such a thing exists, but he doesn't think you can bet on them.

See www.qisel.com for more.

winter storm claims sailor off san simeon

One person died and another nearly perished in the cold water off San Simeon last month when a sailboat got in trouble and went onto the rocks. Here's the story as we understand it.

Just before 7 a.m. on Saturday, January 8, Donald Upton made a 911 cellphone call, which was patched through to Coast Guard Station Morro Bay. Upton indicated that his sailboat was 'without power and in distress in heavy conditions off San Simeon and that he needed help. Station Morro Bay dispatched one of their 47-ft motor lifeboats, which arrived on scene in about 90 minutes. Conditions at that time were reported to be sustained winds of 40 knots, driving rain and, in the words of one Coast Guardsman, "The biggest waves I've ever seen."

When the Coasties spotted Upton's boat — described in official reports as a 34-footer named *Forty Two* — it was near rocks about a mile and a half south of the lighthouse. The Coasties made it clear to Upton that he and crewmember Audrey Richards needed to jump into the water before the four crew on the 47-footer could pull them to safety. But neither of them attempted to jump. A few minutes later, the boat hit a rocky outcropping near the beach. Upton and Richards both ended up in the water at that point, but it's not known if they jumped or were thrown in by the grounding.

The Coast Guard boat, now in the surpline, threw lifelines and attempted to get in close enough to retrieve the two sailors, both of whom were reportedly wearing lifejackets. Upton managed to grab two of the rings. However, before he could be picked up, a big wave set rolled the 47-footer 90 degrees and knocked out one of her engines. The coxswain again attempted to bring the crippled boat close to the victims, but more big waves caused the aluminum-hulled boat to hit rocks herself. The coxswain was able to pull her off and head into deeper water. Morro Bay's other 47-footer (and a Coast Guard aircraft) arrived soon after, but was not able to get in close enough to render aid.

By now, both Upton and Richards were close to the beach. Richard Stacy, a volunteer swimmer for the North Coast Ocean Rescue team

continued on outside column of next sightings page



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SIGHTINGS

winter storms — cont'd

(part of the Cambria Fire Department) swam through the big surf with a line, grabbed Upton, 39, and a shore team pulled them to shore. According to witnesses, wave action practically deposited Richards, 42, at the feet of rescuers on the beach. Although fire department personnel administered CPR, she was later declared dead at the site. Waves reportedly totalled the boat, as well.

(As an interesting aside, the boat went ashore very near an active elephant seal rookery. The big animals — who do not have a good reputation around swimmers or surfers — were swimming within feet of rescuers and reportedly 'nudged' Richards several times before she was taken out of the water.)

Understandably, Donald Upton was not returning phone calls. So we are unsure of where the boat came from (the Coast Guard thought Ventura, but phone calls to marinas there turned up no confirmation), where it was going (Morro Bay and Richmond were both mentioned in newspaper accounts), or what in the world it was doing out on the ocean when the stormy weather of early January had been well publicized and forecast on every radio and TV station in the state for several days leading up to this incident.

We hope to bring you some answers to these questions when the Coast Guard completes their investigation.

catching up with eric blackburn

Want to experience Mexico as it was in the 1970s? Try cruising the beautiful and unspoiled coast of Central America. So advises Canadian sailor and adventurer Eric Blackburn. And he's recently finished a cruising guide that will help you do just that.

Blackburn's name might ring a bell with *Latitude 38* readers. A few years ago, we interviewed him as he passed through on his way south aboard his 30-ft *Chickadee*, *Spirit of the Kootenays*. Instead of shelves full of CDs or a bunch of navigational toys, the simply-outfitted *Chickadee* was crammed full of school supplies for the children of the poorer ports Blackburn intended to visit. And visit them he did.

Blackburn began his odyssey a long way from the water — in the coal mines of British Columbia's Rocky Mountains. Realizing that life in the mines was not much of a future, he took off in his 20s and traveled extensively. At one point, he found work as a deckhand aboard a yacht sailing from Australia to Africa. On this voyage across the Indian Ocean, Eric's encounters with underprivileged children in developing countries ignited a passion that continues to this day. He resolved to do two things: build a boat and go sailing, and help underprivileged children along the way.

Blackburn returned to the coal mines of East Kootenay and worked as a roughneck on the oil platforms of Northern Canada. The work was hard and dangerous, but the money was good. When he had saved enough, he began construction of a sturdy but simple 30-ft steel sloop. Several years of part-time work later, Blackburn trucked *Chickadee* to Vancouver and launched her in 1995. It wasn't long before he was headed south in the engineless boat, loaded with boxes full of gifts collected from school children in North America (including several schools in the Bay Area and California), and destined for poor children in Central America.

Blackburn spread the gifts and goodwill in Mexico, Guatemala, El Salvador, Honduras and Nicaragua. He sometimes parked the boat for

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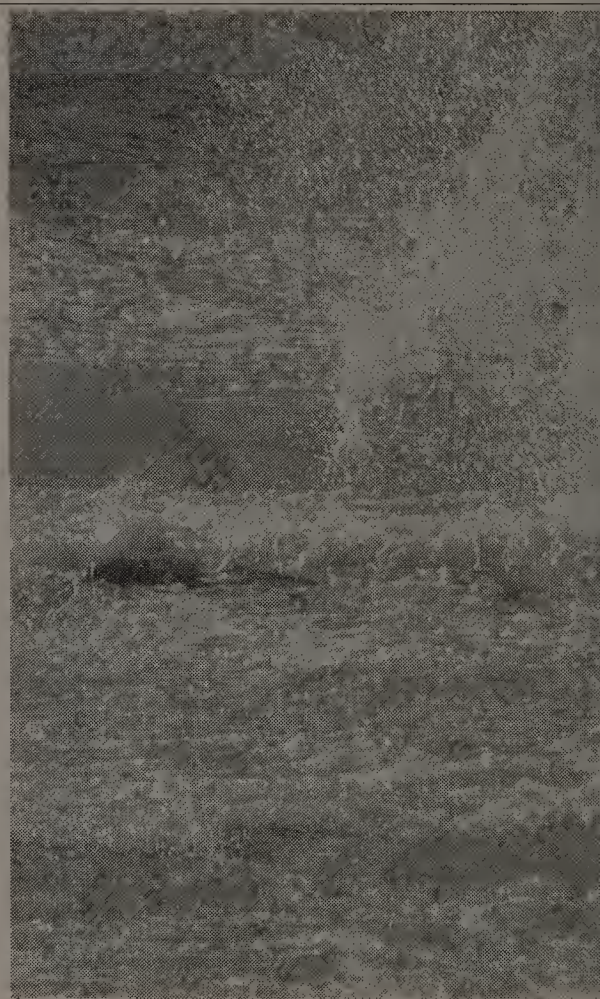
death of

The oldest yacht on the island of Maui battled the elements for the last time on January 13. The 42-ft ketch *Blue Star* broke free of its mooring in Ma'alaea Bay and ran aground on the beach in front of the Sugar Beach Resort. Gusty Kona winds and heavy surf made quick work of the old wooden hull, pounding it to pieces in less than 24 hours.

Blue Star was built from an original design in Long Beach, California, in 1936.



Spread, 'Blue Star' on the beach in Maui. Above, all that was left the next day.



blue star

She had a colorful life, including 30 years as a liveaboard at Ala Wai Harbor in Honolulu. The latest owner, Blue Liles, purchased her just the month before, and had moved her from a slip in Ma'alaea Harbor to a mooring in the bay.

This normally placid leeward shore can swiftly turn into a hazardous place for a boat on a mooring or at anchor during the winter months. Although the anchorage is used year-round, it is only safe as a seasonal anchorage. Over the years, numerous boats have learned that fact the hard way.

— athena anderson

blackburn — cont'd

long periods and worked ashore. In San Juan del Sur, he worked on a reforestation project for a local rainforest. In the wake of Hurricane Mitch, he spearheaded the Cranbrook (British Columbia) Community Relief Effort, resulting in a 40-ft container of food and supplies being shipped to Nicaragua. In Cangrejo, he helped build an elementary school. When possible, he encouraged fellow cruisers to pitch in.

He sailed up and down the coast a lot. To help make ends meet, Blackburn chartered *Chickadee* for two seasons. He claims the boat has now been up and down the coast of Central America at least 15 times, and that he has made at least that many overland trips. This inspired him to write a guide book. The result, after two years of full-time work, is *Cruising Central America*.

His familiarity with the area and fluency in Spanish help make this book into arguably the most complete and comprehensive guide to the

continued on outside column of next sightings page



PHOTOS ATHENA ANDERSON

SIGHTINGS

blackburn — cont'd

JOHN SKORIAK



Eric Blackburn.

coasts of Guatemala, El Salvador and Nicaragua. Complete with detailed charts, diagrams, marinas and anchorages — all up to date for 2005 — the book is currently in final editing stages and is due to appear in local marine chandleries this spring.

Eric now makes his home ashore in San Juan del Sur, Nicaragua, where he lives with his Nicaragua-born wife, Rosio, and their three young children. While Blackburn continues to work on his nonprofit World Kids Voyage and other projects, he says his welcome mat is out for anyone passing through San Juan del Sur.

For more on *Cruising Central America* and Blackburn's other projects, see www.worldkidsvoyage.org.)

—john skoriak

bears coming out of hibernation?

"That's a bear of a boat," remarked Cliff Smith, then Commodore of the San Francisco YC, as he watched the Nunes Brothers' newest design being launched in 1932. "Good," said Ernie Nunes, co-founder of the Sausalito yard that bore his name. "Let's call it a Bear class sloop."

It's still a bear of a boat. Designed by Ernie Nunes and Marty Martinson, the 23-ft Bears are stiff for their size and can stand up to almost anything the Bay can dish out. Despite many years of serious effort, no one has ever managed to turtle a Bear. The Bear is one of only two sailboat classes designed specifically for San Francisco Bay (the Birds are the other), and the class is an integral part of Bay sailing history.

Merry Bear, the boat that Cliff Smith watched being launched, was the first of 69 Bears built. All were launched in San Francisco Bay, and almost all have stayed here.

By the late '30s, Bears were an established one design racing class. They were one of the largest classes on the Bay in the '50s and '60s, and the organization remained strong even after the advent of fiberglass and newer, faster designs. That is, until about five years ago when participation started falling off. Numbers declined steadily, and in 2002, the fleet was unable to put the requisite five boats on the starting line to maintain one design status in the Wooden Boat Racing Association (WBRA). For the last few years, a few Bears have kept active in handicap racing and in the annual Master Mariners Regatta.

"Bears are in transition," explained Steve Barber, current head of the Bear Boat Association. "The last generation of sailors who raced these boats are aging. Many have not passed the boats on, yet are unable to keep up the maintenance. So many of the boats that are going to new owners are in bad shape."

Some boats are still well kept or have been beautifully restored, such as *Merry Bear*, which underwent a complete refit at the San Francisco Maritime Museum a few years ago. Others currently being refurbished include *Goldilocks* (#22), *Panda* (#9), and *Pola Bear* (#8).

Bears have survived for as long as they have because they are not only heavily built and fun to sail, but also because they inspire a great deal of affection. Bruce Martens, a marine surveyor, is almost finished with a restoration of *Root Bear* (#37). In terrible shape when he acquired her, Bruce has put more blood, sweat, tears and money into *Root Bear* than the boat will ever be worth. "I'm a fourth generation San Franciscan," he says by way of explanation. "I remember playing outside the Nunes boatyard. I just couldn't let this boat be cut up."

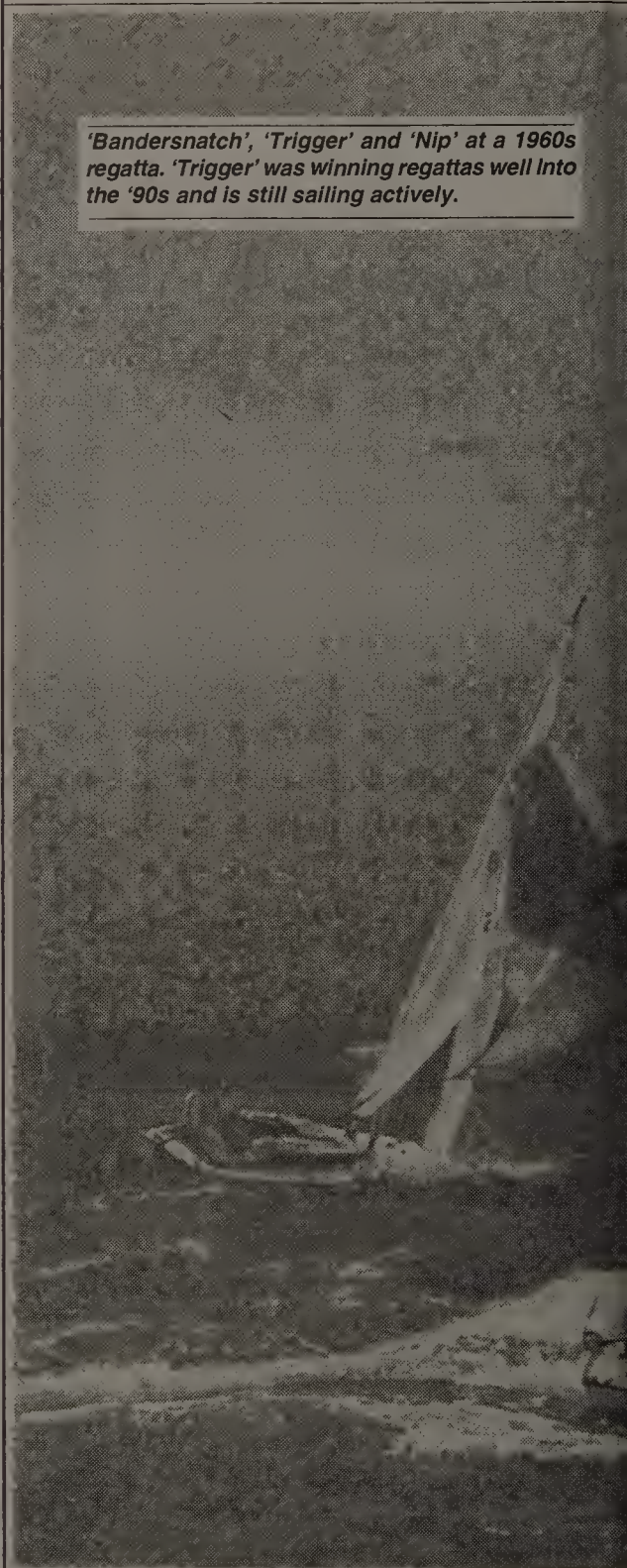
With many owners and well wishers sharing this sentiment, the

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crew overboard trials

Crew falling off boats is as old as sailing. In the old days, if you fell off a square rigger, you were dead. Many times the ship didn't even attempt to turn around and save you because of the time it would take. Things are better for sailors these days, but people still fall off boats on a pretty regular basis. While most are scooped up quickly, there have been a number of crew overboard fatalities here on the Bay. According to the Coast Guard, 38% of all reported boating fatalities involved falls

'Bandersnatch', 'Trigger' and 'Nip' at a 1960s regatta. 'Trigger' was winning regattas well into the '90s and is still sailing actively.



return to bay

overboard. Furthermore, they estimate that someone who has fallen over the side has a 34% probability of drowning. Compare that to 8% for collisions or sinkings.

And recovering crew from the water — whether or not you have ever practiced it or done it — is harder than it sounds. Sometimes much harder.

Ten years ago, West Marine and Sausalito's Modern Sailing Academy conducted crew overboard (COB) trials. A

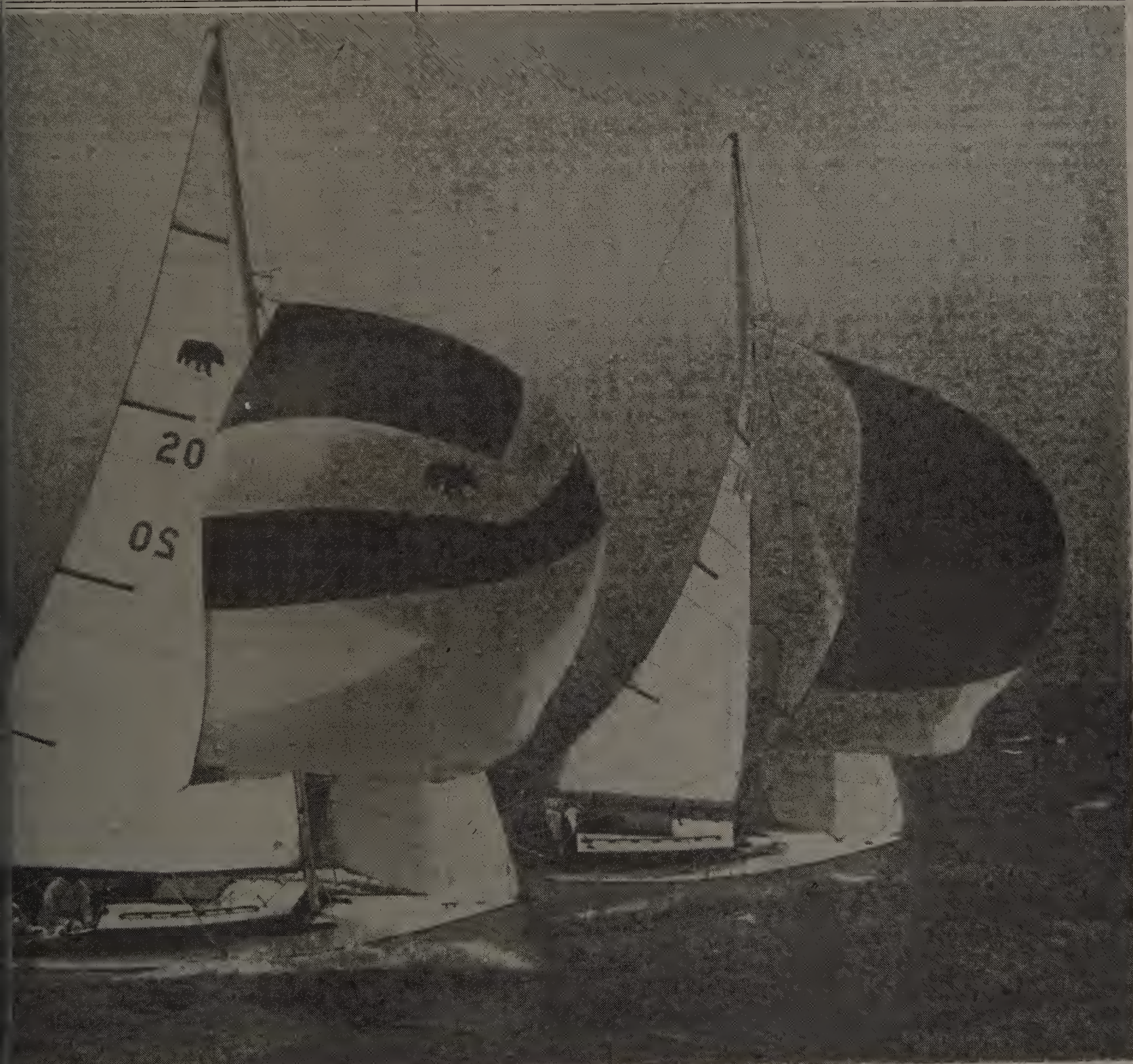
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bear boats — cont'd

Bear Boat Trust was formed 10 years ago. The BBT acts as 'foster parents', caring for Bears until new owners can be found. The Trust has several notable success stories — among them *Camembert* (#57), the only mahogany-planked, teak-decked Bear (most were planked with fir). But the creator and head of the trust, Bill "Mr. Bear Boat" Jelliffe, has fallen ill lately, and the void he's left is just beginning to be filled.

The Bear Class has gone through several renaissances before, and Steve Barber is hopeful the class is poised for another one. To help fuel interest, a meeting/reunion of past and present Bear owners is being planned for March (date/time TBA) which, it's hoped, will get the ball rolling again for these great little boats.

For more on the Bear Class, visit www.bearboats.com.



DIANE BEESTON

the loss of *Pagurus II*

We were sad to learn that Francois Lavoie lost his beloved *Pagurus II* last month off Cedros. Lavoie bought the Cheoy Lee 42 ketch in 1999 and spent five years returning her to top condition, splitting his time

between Moss Landing in the summer and Bruno's Island (in the Delta) in the winters. The trip to Mexico was to be the beginning of the Big Cruise.

The boat had a bit of history to her. A Ralph Winslow design, *Pagurus II* was built in Hong Kong in 1964 of strip-planked mahogany over yacal frames. In the early '70s, Albert Towle, a famous San Francisco State biologist, took *Pagurus II* (the name means 'hermit crab' in Greek) on a mis-

sion to study the ecosystem of the Galapagos Islands. Later, with his wife and son aboard, the adventure extended to the exploration of Gauguin's land in the South Pacific. Towle wrote a book about that voyage, which included surviving Hurricane Fifi. A *Paguran Adventure* was published in 1978.

Francois intended to have a *Paguran* adventure of his own. He took off earlier this fall and harbor hopped down the coast. On December 31, he departed San Diego for Puerto Vallarta. Aboard were Francois, 45, his girlfriend, France Maltais, 53, and one of her sons, Nicolas Roy, 33. Rounding out the crew was Sebastian the cat.

At first, everything went well, even when the wind piped up to 25 to 30 knots from the southeast, with 5-8 foot swells. "I had reefed the main and jib earlier in anticipation of the blow, and now, with my crew resting below, the boat raced along under a sky full of stars," Lavoie wrote later. "All I had to do was clip on my harness and watch *Pagurus II* hold her course for about six straight hours without ever having to touch the helm or activate the autopilot. Like everything on the boat, my life seemed in perfect balance."

That balance was shattered the morning of January 3, when Nicolas shouted, "We have water inside!"

"The spectacle of seeing blue water gushing out of the floor and breaking against the galley cabinet door was no less horrible than any Hitchcock movie I have ever seen," recalls Francois.

Through-hulls for the sink and toilet had been closed at the first sign of heavy weather. The inspection of the remaining seacocks and four cockpit drains indicated no problem. Francois did find that the 80-gallon fresh water tank had broken loose under the floorboards and was banging around. (At first he thought the water might have been from the tank, but a quick taste confirmed it was salt water.) Unfortunately, the tank had whacked the main bilge pump, putting it out of commission. Francois also discovered that bilge pump #2 was not working! Fortunately, the sea state was calming and Nicholas was able to pump the bilge dry using the manual pump in the cockpit.

At that point, Francois decided it was time to seek safe harbor. He altered course and headed toward Cedros, about 40 miles away. With the autopilot rigged, the diesel helping the boat motorsail off the wind at 7.5 knots and the leaks under control, the three folks aboard *Pagurus II* started to recuperate and dry out.

At 1 a.m. on January 4, Nicolas awoke from a dream about icebergs colliding, only to realize that the noise was wine bottles clinking together under the floorboards. Water was coming in again, and now some of the floorboards were even floating around.

This time Francois manned the cockpit pump and by 3 a.m., the boat's deep bilge was once again almost empty. After that, Francois

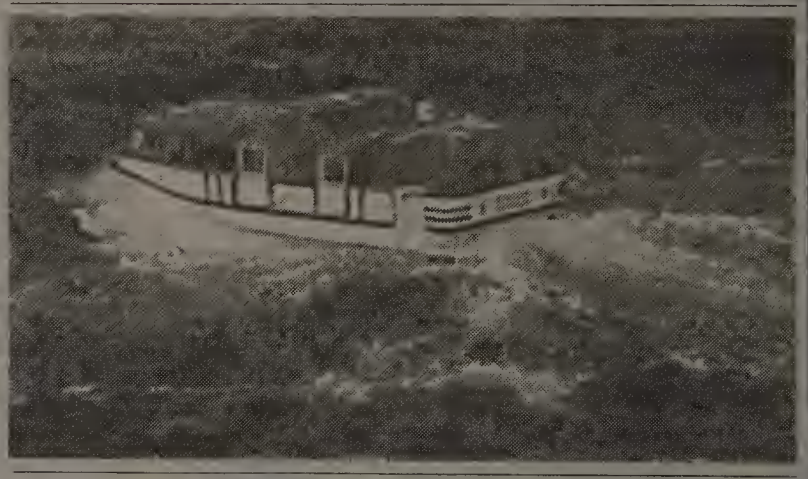
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crew overboard

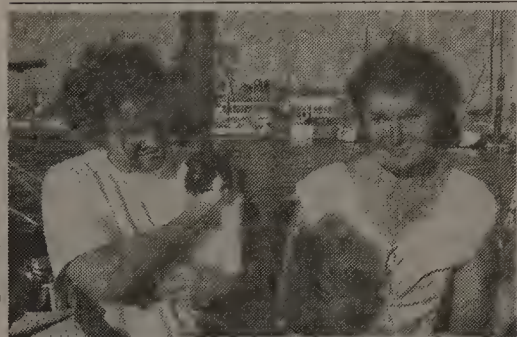
handful of small to medium sailboats and chase boats went out on typical blustery summer days. Wetsuited volunteers 'fell off', and various methods and equipment were evaluated as to how efficiently a crew could 1) get back to a person in the wa-



Above, better days in the Delta. Spread, riding low in the water, 'Pagurus II' sails on after her crew were taken off. Below, the rescue shuttle from the 'M/V Ryndam.'



COURTESY SHARON SKELTON



Francois, France and Sebastian aboard 'Pagurus II' at Bruno's Island.

COURTESY SHARON SKELTON

— cont'd

ter, and 2) get that person back on board.

Well, as the saying goes, a lot of water has passed under the bridge since then. New methods and equipment have been developed. And the same sponsors are

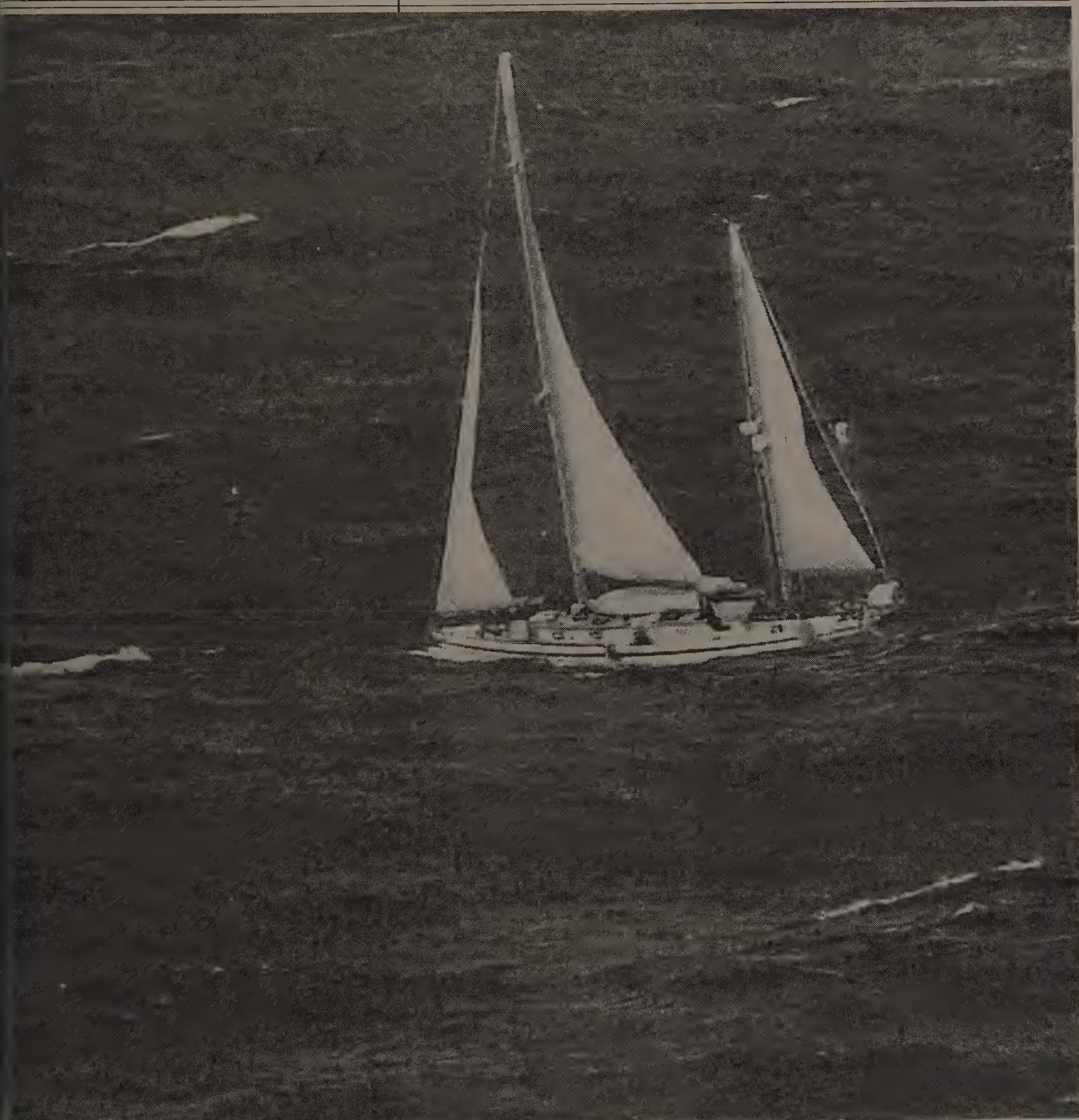
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***pagurus* — cont'd**

dug around and found the spare parts packet for his main bilge pump and got that unit back on line. As everyone returned to their rest or watch duties, the weather started picking up again.

By 6 a.m., the water was back. It became obvious to Francois that wherever the leak was, it was proportional to the sea state. And this

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SPREAD AND LOWER RIGHT, DAVE FOLEY

SIGHTINGS

pagurus — cont'd

time, with the wind once again building to 25-30 knots, the hull was working quite a bit and it was getting harder and harder to stay ahead of the leak. In fact, with the main electric bilge pump going full-time and hand pumping from the cockpit, they could barely keep up with the water.

Then the engine quit.

It was decision time.

"My crew was suffering from seasickness and dehydration," Francois recalls. "They were inexperienced. The weather was getting worse. We were all exhausted. I felt the boat herself could make it, but the crew could not."

He issued a *Pan Pan* alert on the radio. It was answered quickly by the cruise ship *M/V Ryndam*, which was only about 30 miles away. The captain made it plain that he would change course immediately, but that this would be a rescue only. Everyone must get off the boat.

Reluctantly, Francois agreed.

And that's how it happened. The *Ryndam* rendezvoused with the yacht about mid-morning, stood off several hundred yards and sent one of its shuttle boats over. First France, then Nicolas were trans-

continued on outside column of next sightings page

crew overboard

putting together an even more comprehensive program to do it all again this coming August 9-12 at the 2005 COB Symposium.

Why are we telling you this now? Because you are invited to take part. More on that in a minute.

The trials will be conducted aboard 7 to 10 sailboats ranging in size from 30 to 53 feet, as well as from two medium-size powerboats (which can actually be harder to get unconscious victims aboard than sailboats). Each boat will have a wetsuited 'victim', along with several sailors and observers to document the trials. Trials will be conducted by both small and large crews, both day and night, and both inside and outside the Bay in a variety of conditions. Safety boats will once again be on hand to carefully oversee the trials.



— cont'd

All trials will be recorded on video, and each day's activities will be followed by a round-table discussion at the Golden Gate YC.

August 9-10 will be devoted to testing recoveries by amateur crews. August 11-12 will be devoted to testing by experienced cruising sailors, professional sailors and industry members. Trials will be conducted for the various return maneuvers (Quickstop, Deep Beam Reach, Fast Return and Figure 8), and for retrieving COBs with and without specialized equipment. (For more on the specifics, see the symposium website at www.cobevent.com.)

The steering committee for the program so far consists of John Rousmaniere (author and advisor to US Sailing's Safety

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The crew overboard recovery seminars return to the Bay this summer. Apply now to take part.

pagurus — cont'd

ferred. Then Sebastian. With heavy heart, Francois the skipper was the last to leave. He took one last look at the water sloshing around the floorboards. Then he turned off power to everything but the tricolor and the bilge pump, and closed the companionway. He wanted to get the sails down, but the *Ryndam* crew was ready to go. His last view of *Pagurus* was of her "sailing away proud and beautiful as if nothing was wrong."

The trio were clothed, given a cabin and treated with every courtesy. They rode the *Ryndam* back to San Diego, arriving on the 10th.

Francois did not have the means to mount an aerial search, but he did his best to put the word out up and down the coast for cruisers to be on the lookout for *Pagurus*. His hope was that she would be found afloat and in good shape, and that he could retrieve her and continue the dream. His nightmare was that she would wash up on a beach somewhere and either be broken up or stripped of all her gear.

There was one more scenario, and that was apparently confirmed by the Coast Guard just before we went to press. *Pagurus'* canister liferaft had been found, inflated. And her water-activated EPIRB had gone off and its signal picked up intermittently for several days. Both indicated to Francois that his beloved boat had gone down.

Francois and France are back in Montreal (France is a psychiatric nurse there) now. Francois is not at all sure where he goes from here. The boat was not insured, and everything he owned was aboard.

"There is nothing left," he says. "I don't know what I'm going to do."

carb container conundrum

Many boaters — including us — who have used the new CARB (California Air Resources Board) mandated PFCs (portable fuel containers), have found the new spouts to be awkward and prone to more spillage than old-style gas cans. When we queried West Marine about this, it turns out they had had other complaints. Even Chuck Hawley, Vice President of Product Development, admitted that he had trouble filling his new Mercury outboard motor with one of the new jugs. Using a brand-new, CARB-compliant, 1.25-gallon container, Chuck says, "My attempts to fill the gas tank on the engine resulted in a spray of gasoline all over the engine, my clothes, the stern of the Rhodes 19, and the surrounding water. Had someone been smoking in the vicinity, I would have gone up like a protesting monk." He completed the fueling process the old fashioned way, with a borrowed funnel.

In light of the complaints and his own experience, Hawley got in touch with Dennis Goodenow, manager of the Source Test Section at CARB in Sacramento. Goodenow made a three-hour trip on his own nickel to West Marine's Watsonville headquarters to discuss the PFC design and find out how it might be improved.

Here's Hawley's report on that meeting.

To start with, Dennis explained that the goal of the new design of portable fuel containers (PFCs) is to reduce three types of pollution:

Permeation is the transfer of fuel through the walls of the container at the molecular level. Think of the plastic walls of the container as being slightly porous, allowing small amounts of gasoline to reach the outside surface where it evaporates.

Spillage is pretty obvious, although CARB doesn't know if this has gotten worse or better since the new standard was introduced. Dennis allowed that they felt it has probably increased, a notion that I support.

Evaporation occurs when the unsealed containers allow gasoline vapors to escape into the atmosphere due to pressure changes and the natural vapor pressure of the gasoline. This is solved by the sealed nature of the new container design, and the absence of vents on the containers.

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SIGHTINGS

carb containers — cont'd

In addition to pollution concerns, the containers were also designed to be 'childproof'. This further complicates the spout design, and as with many other childproof designs, can prove too taxing for adults to figure out, either.

Due to the problems consumers are having with the new containers, Dennis indicated that many were simply going back to the old-style containers, or are using diesel or kerosene containers for gasoline.

One of the solutions that CARB has proposed is to make the instructions clearer. However, this has several drawbacks: the instructions are unlikely to be retained by consumers, and no instructions would have resolved the problem that I encountered (my outboard has an odd, rear-mounted gas tank) other than an instruction saying, "Do not use on Mercury 4-hp engines."

The likely reason that I — and probably many others — had such disappointing results is due to the differences between my engine's fuel tank design and that of the official Test Fixture that is the basis for the container design (see www.arb.ca.gov/pfc/methods/methods.htm). CARB uses a clear plastic cylinder which holds about a half-gallon of liquid (about the dimensions of a half-gallon milk jug, only round in cross section), with an inch-and-a-half diameter, half-inch-high filler neck at the top. There are really two tests: one to see if the container leaks when inverted, and the other to see if the container and spout overflow the test fixture when used as intended.

The problem that I encountered is that my Scepter-brand PFC has a very short spout, and the fuel flows out in a circular pattern from the end of the spout. When used in the longer neck of the Mercury tank, fuel flows into the filler neck and immediately gushes back out of the engine. With this container and engine, I believe it is impossible to achieve spill-free refilling.

Dennis brought along CARB-compliant PFCs from several other vendors. The one I liked the best was from a company called No-Spill. The design was such that the user could control the flow with his or her thumb, and the spout could be inserted more deeply into the Mercury's tank. But even this design was not without its glitches. The No-Spill's manual control can only be used on PFCs to 1.25 gallons. Dennis hopes to get the standard changed to allow PFCs up to 2.5 gallons to use the spout design.

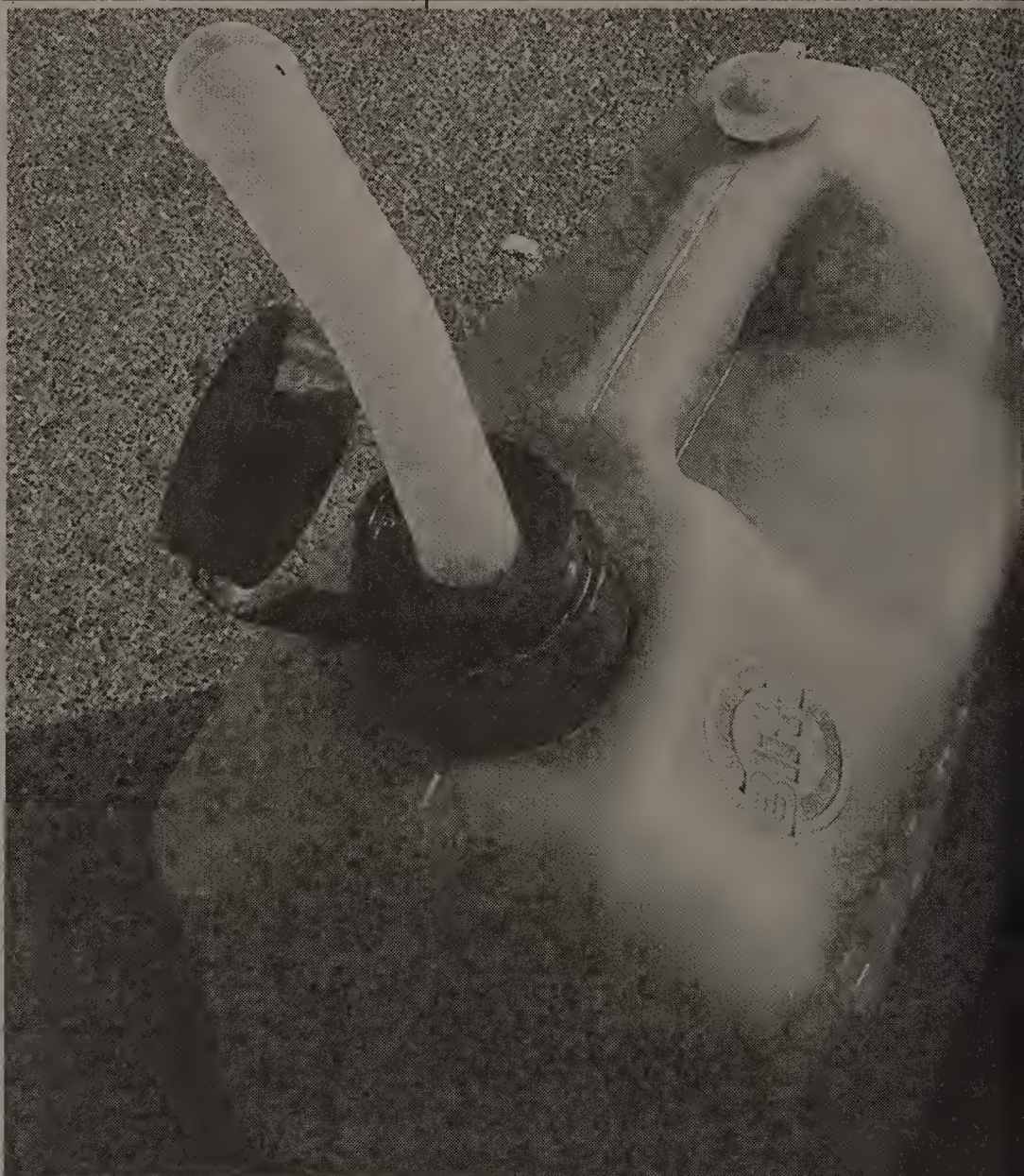
What was reassuring about this meeting was CARB's eagerness to get input from the market, and their desire to find a low-pollution solution for consumers. Dennis drove three hours from Sacramento to meet with us, and took extensive notes and pictures. I have confidence that the California Air Resources Board can create a better standard, leading to better fuel containers, based on his input and expertise.

— chuck hawley

crew overboard

Committee), Ted Laurentius (Canadian Yachting Association), Yann Chauty (UNCL-France), Ralph Naranjo (US Naval Academy), Fred Millard (Cruising Club of America), Chuck Hawley (West Marine) and John Connolly (Modern Sailing Academy).

Now the public invitation: All experienced (non-professional) sailors are invited to take part. You need to be available for the two full days of testing on August 9-10. This would include the evening round-table discussions at GGYC. Interested parties should email all pertinent contact information along with a short description of your sailing experi-



Examples of the old (left) and new styles of 'portable fuel container.' Note absence of vent on the new CARB jug. The spout is activated by turning the container upside down and pulling back on the thick part of the collar.

— cont'd

ence to sailors@cobevent.com. In the case of too many volunteers, organizers may select participants by lottery.

The 2005 COB Symposium also invites all manufacturers, inventors and representatives of crew recovery or personal safety equipment to send descriptions of their products. Those chosen will be tested and reports provided.

Latitude 38 was present and did articles on COB events in both 1993 and 1996. We found them to be instructive and, in many cases, eye-opening. We expect the same this summer. We'll bring you the full report in our September issue.

sneaker waves

With big waves on everyone's mind these days, we thought it was a good time to remind you that Northern California has its own brand of nightmarish ocean phenomenon — sneaker waves.

It was a year ago this month that quick-forming waves claimed the life of a young sailor off Ocean Beach. The only one of three crew tethered into a northbound Newport 30, a 23-year-old Canadian man was apparently unable to unclip when waves rolled and sank the boat off Ocean Beach. The other two crew, one of which was his father, were rescued.

It was not the first fatality or boat loss off San Francisco in the winter, nor will it be the last. In fact, there is rarely a winter that goes by where one or more boats are *not* lost along the stretch of coast between Half Moon Bay and San Francisco. We've been writing about people being killed out there since our very first issue in 1977. We hope this reminder will insure that you won't be one of them.

'Sneaker' waves are what most often gets boats in the winter. The

common theme of almost every survivor we talk to after these incidents is that it's a nice, flat sunny day out there — and then a big wave or set of waves "comes out of nowhere."

According to the Department of Boating and Waterways, sneaker waves form over shallow bars — such as the ones that extend several miles north and south of the entrance to the Golden Gate. Sneakers result from the drop in water level after high tide, combined with the outrush of water during an ebb. (A similar effect occurs in narrow entrances, such as that at Tomales Bay.)

"Because of these factors, ocean swells turn into breakers when they reach the bar, just as they do when they reach a shoreline," notes one publication.

Since the tidal range and ebbs aren't as dramatic in the summer, you don't often hear about sneaker waves then. In the winter, both effects are more pronounced, and more and bigger sneaker waves are possible. Wind can also be a factor.

Does this mean you should not sail or transit across the bars — or inshore of the bars — north or south of the Golden Gate during the winter? Frankly, that is our exact recommendation to most recreational sailors. Sure, people still do it, and relatively few of them get 'struck by lightning.' The thing is, you can't predict when or just where sneaker waves will occur, and once they form, you may not have time to do much. Most of those we've talked to over the years said everything happened so fast there was no time to take evasive action.

The only safe way to deliver boats to the Bay during the winter is to approach from *way* offshore — like 10 miles the whole way up or down the coast — to the Lightbucket, then come down the ship channel. That has hazards of its own (in extreme weather, waves break there, too), but it's a lot less risky than being in shallow water when the sneakers form.



I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE / SIZE _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|--|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 2005 TransPac | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | |
| 6) _____ Mexico Race(s) | e) _____ Beer Cans |
| 7) _____ Baja Ha-Ha Cruiser's
Rally (late Oct.) | f) _____ Anything & everything |
| 8) Other _____ | |

I / WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one full season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I / WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form and \$7 to:
Latitude 38, Racing Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **FEBRUARY 15, 2005**

crew list

Well, the third (or is it fourth, we're losing count) Perfect Storm of the year is on final approach to the Bay Area, so we better get this out while the power's still on. Anyway, while you're holed up by the fire and the wind's lashing the windows, you'll

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay,
but leave any kids home
- 4) _____ Kids okay as long as you can control them

Mail completed form and \$7 to:
Latitude 38, Attn: Daysailing Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

have extra time to think of better days — and better sailing — ahead. Welcome to the 2005 Crew List.

By using the Crew List forms on the following pages, you can set yourself up for terrific sailing this coming year, even if you've never owned a boat and never intend to (sure, sure). If you do own a boat, you can find crew here, or arrange to 'sub-let' your boat to an out-of-towner while you enjoy his like-size boat in, say, the Chesapeake Bay. Maybe you just want to find a nice group with which to go sailing, or a similarly adventurous group to arrange a co-charter. Whatever you want, short of skippering an America's Cup boat, you can find it here.

This Crew List, which first ran last month, is easy to use. First, find the form that most closely matches your wishes and desires. For example, if you've recently started sailing and want to get as much quality experience as you can in

— cont'd

the shortest possible time, send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons but need crew, send in a "Looking for Cruising Crew" form. You get the picture.

Once we receive the Crew List forms (and the \$7 advertising fees; don't forget those), we'll compile them into two Crew List articles. The first one, in March, will deal only with those interested in racing, as boats will need to firm up crew by then for the upcoming season. In April, we'll run the Cruising, Co-Chartering, Day-sailing and Boat-Swapping Crew Lists.

By 'running', we mean we'll publish, and post on our website, each of the names, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists will contain hundreds of names of people of both sexes, all ages and a wide range of experience. All you do to use the Crew Lists is look over the people in the category that most

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

(check as many as apply)

- 1) _____ Single 4) _____ Would like to
bring kids
2) _____ Couple 5) _____ Going sailing to
escape kids
3) A group of _____ (state number) friends
interested in sailing

Mail completed form and \$7 to:
Latitude 38, Attn: Daysailing Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

interests you and start making phone calls. Of course, you'll be getting calls, too.

Also, on Wednesday, April 6 at the Golden Gate YC, we'll have a big Crew List

continued middle of next sightings page

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- 1) _____ San Francisco Bay 4) _____ 2005 TransPac
2) _____ Monterey/Santa Cruz 5) _____ Coastal Race(s)
3) _____ Ocean Races 6) _____ to Mexico (Nov)

I / WE PREFER:

- 1) _____ Boats under 30 feet 4) _____ Dinghies
2) _____ Boats over 30 feet 5) _____ Multihulls
3) _____ Specific class or design _____

MY/OUR EXPERIENCE IS:

(Check/underline where appropriate)

- 1) _____ None
2) _____ A Little: **a)** Little or no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing.
3) _____ Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but I'm unfamiliar with local conditions.
4) _____ Mucho: **a)** One or two **full** local seasons; **b)** One or two long-distance ocean races; **c)** Years of Bay and ocean sailing.

Other pertinent experience _____

I/WE WILL:

(check as many as apply)

- 1) _____ Help with the bottom, do maintenance — anything!
2) _____ Play boat administrator, go-fer
3) _____ Go to the masthead to retrieve the halyard at sea
4) _____ Navigate, I've got lots of experience
5) _____ Do foredeck, I've got lots of experience
6) _____ Do grinding, I've got muscle
7) _____ Do lunches/provisioning

Mail completed form and \$7 to:
Latitude 38, Attn: Racing Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **FEBRUARY 15, 2005**

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Antarctica | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) _____ Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$7 to:
Latitude 38, Attn: Cruising Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.): _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo
- 11) _____ Understand and appreciate Jim Carrey's humor.

Mail completed form and \$7 to:
Latitude 38, Attn: Cruising Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of other sailors there to scarf up the free munchies. Any way you look at it, the Crew List experience is pretty much of a

— cont'd

win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now for some final tips and suggestions to get you going in the right direction;

- *Be honest* — This is probably the most important 'rule' of all.

- *Little or no experience is not a disadvantage.* In some cases, inexperienced people may actually have a better chance of getting aboard a boat than someone with lots of experience because novice crew are happy to do things the way the skipper likes them done.

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.)

_____ area.

I/we would like to cruise this area for about

_____ weeks in the month of

_____, 2005.

Mail completed form and \$7 to:
Latitude 38, Boat-Swapping Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

- *Be realistic about the commitment* — Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away. And crews of cruising and racing boats are often expected

continued middle of next sightings page

I / WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 2005.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 ft) boat with one or two other people
- 7) _____ A medium (40 to 50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$7 to:
Latitude 38, Attn: Co-Charterer Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2005**

SIGHTINGS

short sightings

GUAM — On January 8, during submerged maneuvers in the Pacific 350 miles south of Guam, the nuclear attack submarine *USS San Francisco* hit the bottom. Twenty three of the 137 crew aboard the sub were injured. One sailor later died. Although no details have been released as to her speed or exactly what she hit (subs of the *Los Angeles* class, like this one, are capable of submerged speeds in excess of 30 knots), the 360-ft *San Francisco* reportedly sustained severe damage in the accident. Thankfully, there was no damage to her nuclear reactor, and the sub was able to steam back to Guam (on the surface) under her own power. The accident is under investigation.

CALIFORNIA — It has nothing to do with sailing, but as of January 1, you won't see any more 'teak surfing' in state waters, as the practice is now illegal. Teak surfing or 'platform dragging' is the newish fad of hanging onto a boat's swim platform while being dragged relatively slowly through the water. This seemingly innocent pastime has resulted in a number of deaths in the past few years — from carbon monoxide poisoning from breathing exhaust fumes. "It can cause people to lose consciousness in seconds," says Cal Boating Director Raynor Tsuneyoshi. "Teak surfers don't wear lifejackets because they say it interferes with body surfing, so when they faint from carbon monoxide, they will drown. If they don't drown, they can still die because

continued on outside column of next sightings page

crew list

to put in time off the water for maintenance. Be realistic about these commitments, and if something comes up, call well ahead to let your mates know about any changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your cup of tea, our suggestion is to put on your biggest smile and tough it out to the end of the season. The sailing community is small, and once you establish yourself as a dependable player, other opportunities will develop.

• *Be realistic about deadlines* — To put March's Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. If we don't have the forms in our worked-to-the-bone little hands by then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form.

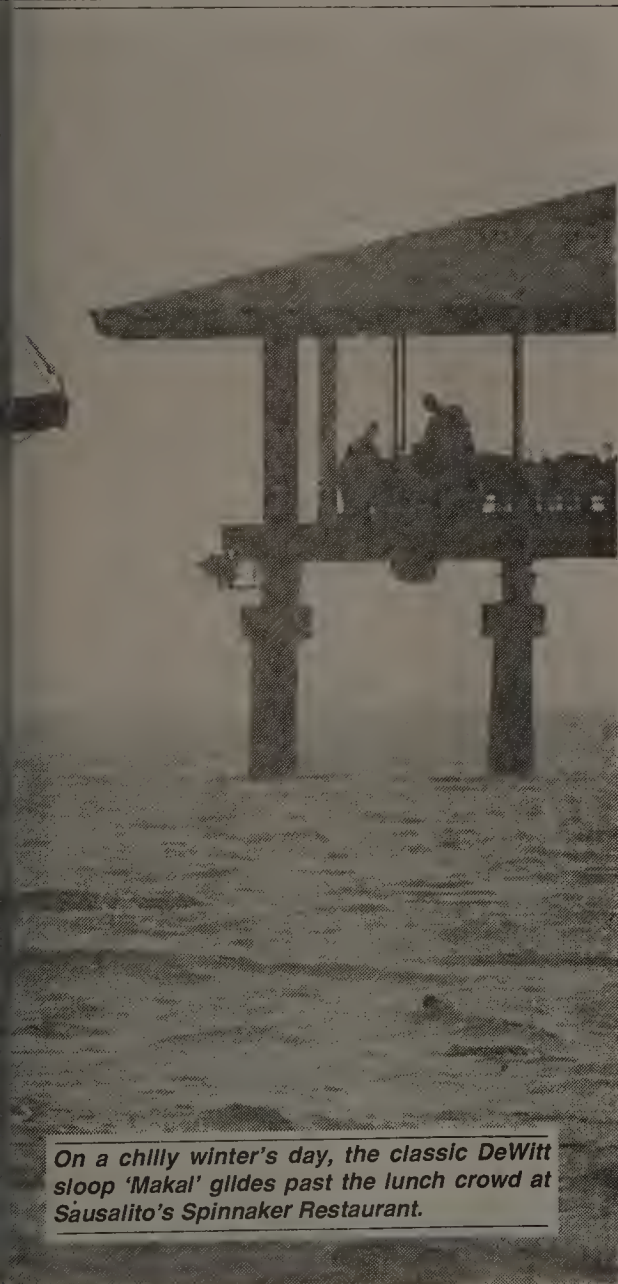


— cont'd

• *Women Crew Listettes* — We encourage women taking part in the Crew List to use first names only, and to use something other than a home phone number as a contact. That's because women get a lot more calls than men — and some callers may be less interested in sailing than, oh, sex for example. 'Screening' through the use of email helps in this regard.

• *One person per form, please* — unless you are offering your skills or services as a team or couple only, and don't wish to be considered individually. It's probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far off place with your significant other.

If you need more forms for friends or whatever, just make copies or log onto our website at www.latitude38.com for forms you can print out.



On a chilly winter's day, the classic DeWitt sloop 'Makal' glides past the lunch crowd at Sausalito's Spinnaker Restaurant.

LATITUDE38

shorts — cont'd

carbon monoxide replaces oxygen in the blood."

SKAGIT COUNTY, WASHINGTON — Larry Ellison's *BMW/Oracle* syndicate was so impressed with the mold made for one of their 2003 boats by Janicki Industries in Sedrow-Woolley that they have decided to build both the mold and hull for one of their new 2007 America's Cup racers in Washington. Syndicate headquarters will be in the old North Island Boat Company building in Anacortes. *BMW/Oracle*, whose long roots reach to the Bay Area (the Golden Gate YC is their 'home' yacht club and Ellison's Oracle headquarters is in Redwood Shores), is currently setting up shop in Valencia, Spain, site of the next Cup wars.

NORTH CAROLINA — In one of nature's enduring mysteries, a pod of 22 pilot whales drove themselves ashore on North Carolina's Outer Banks on Saturday, January 15. Despite the efforts of scores of officials and volunteers to free the animals, 17 of 22 died. Scientists still do not know why whales intentionally beach themselves.

ORANGE COUNTY — Speaking of critters washing ashore for mysterious reasons, Southern California beaches were inundated in mid-January by an estimated 1,500 dead or dying Humboldt squid. These up-to-six-foot versions of Jules Verne's *Nautilus*-fighting monster are normally found in deep water off South America. It's not known why they seem to be migrating north, or why they come ashore.

SAN FRANCISCO — Finally, in perhaps the biggest beaching mystery of the month, visitors to Ocean Beach in mid-January were shocked to find a dead cow in the surfline at the foot of Noriega Street. Where the all-black animal came from is anybody's guess.

CONTRA COSTA COUNTY — For the second time in as many months, supervisors delayed voting on an ordinance designed to crack down on pollution and derelict vessels in the Delta. They apparently feel some details still need ironing out, including exactly how many days the owner of a vessel has to comply after being told his boat has to go — and just who's going to enforce the new law if the boat is not removed. Boaters also expressed concern with vague wording in the law regarding the difference between houseboats and floating homes. A final vote was rescheduled for January 25.

SUISUN BAY — It's going on four years since the battleship *USS Iowa* arrived by tow under the Golden Gate. The plan, detailed in *Latitude* in 2001, was to have the ship on permanent display in San Francisco by the summer of 2004. We put in a call to the Historic Ships Memorial at Pacific Square (HSMPS) organization — which successfully petitioned the Navy to bring the ship here — for an update.

It seems some sneaky politics have been afoot. The *Iowa* was indeed due to be released by the Navy in 2004, but some hard lobbying by New Jersians persuaded Navy brass to release the *New Jersey* instead. Under an obscure law, two of the four *Iowa*-class battleships (*Iowa*, *New Jersey*, *Wisconsin* and *Missouri*) must be kept 'on the books.' With *Missouri* having been released several years ago (and currently open to the public in Hawaii), the *Iowa* must actually wait for a repeal of the law before she goes on permanent display as a museum ship in San Francisco. (*Wisconsin*, which is currently in Norfolk, Virginia, is similarly 'on hold.')

There are other glitches. The location planned by HSMPS was Pier 35. *Iowa*'s placement there was contingent on the completion of the cruise ship terminal. Not only has the terminal not been completed, it hasn't even been started. In the meantime, the new mayor has apparently taken an interest in the old battlewagon, and has suggested that Pier 27 might be a better place for her.

Long story short, not a lot of visible movement is happening right now, but HSMPS is working hard behind the scenes to get their ducks in a row. It's hoped, once that happens, that Senators Feinstein, Boxer and others will once again go to bat for the ship (as they have done all the way along), and get the Navy to release her.

In the meantime, the HSMPS runs groups out to see the *Iowa*, which is anchored with the mothball fleet up in Suisun Bay. (You can only go by, not aboard.) For more information on these trips, or on any facet of HSMPS or the *Iowa*, log onto www.battleshipiowa.org.

ELLEN & THE VENDÉE

By the time you read this, Great Britain may once again rule the waves. Well, at least in singlehanded offshore sailing. As we went to press, two mighty efforts were only days away from the history books — one a race against the clock, one a race against determined competitors. And the spotlights in both events were focused on two royal subjects poised on the brink of legend.

Actually, one already is a legend — 28-year-old Ellen MacArthur has warmed the throne of British sailing since her amazing second-place finish in the 2000-2001 Vendée Globe (singlehanded nonstop round-the-world) Race. Despite the

runner-up status, she became the youngest competitor to complete the Vendée, the fastest woman ever to complete a solo circumnavigation — and the darling of the sailing world.

On November 28 of last year, she set her sights even higher, heading out from Ushant, France, on the powerful 75-ft trimaran *B&Q*, attempting to become the fastest sailor — male or female — to solo circumnavigate the globe.

On the same ocean, at virtually the same time, the present Vendée Globe Race was underway. It had begun



three weeks earlier, on November 7, from Les Sables d'Olonne, also in France. By late January, the three lead boats were poised like cruise missiles for the final assault on the finish line. In a bit of déjà vu from '01, another Brit in this lead group also had a shot at the top spot,

but this time, it was a 'he' and he had to get past two very determined French skippers. If anyone could snatch victory against those odds, it was 44-year-old former firefighter Mike Golding — perhaps the most persistent and tal-

ented offshore combatant since Lord Nelson. If he did pull off this mini-Trafalgar, Golding will have become the first Anglo-Saxon ever to win the Vendée.

Both these marathons had their cliffhanger endings after this issue went to press. The first boats in the Vendée were due in February 1. To beat the solo record, Ellen had to finish by 7:04 a.m. on February 9. Check the individual websites listed above (or ours at www.latitude38.com) to see how it all turned out, and check out the rest of this article for a bit of perspective on these two magnificent adventures.

Ellen MacArthur

Last month, as we wrapped up our coverage of Ellen's solo attempt, she was fast approaching the storm-tossed lati-

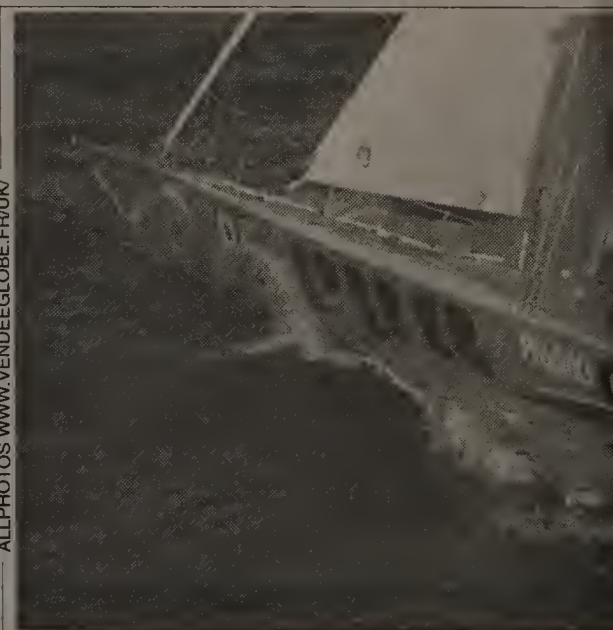
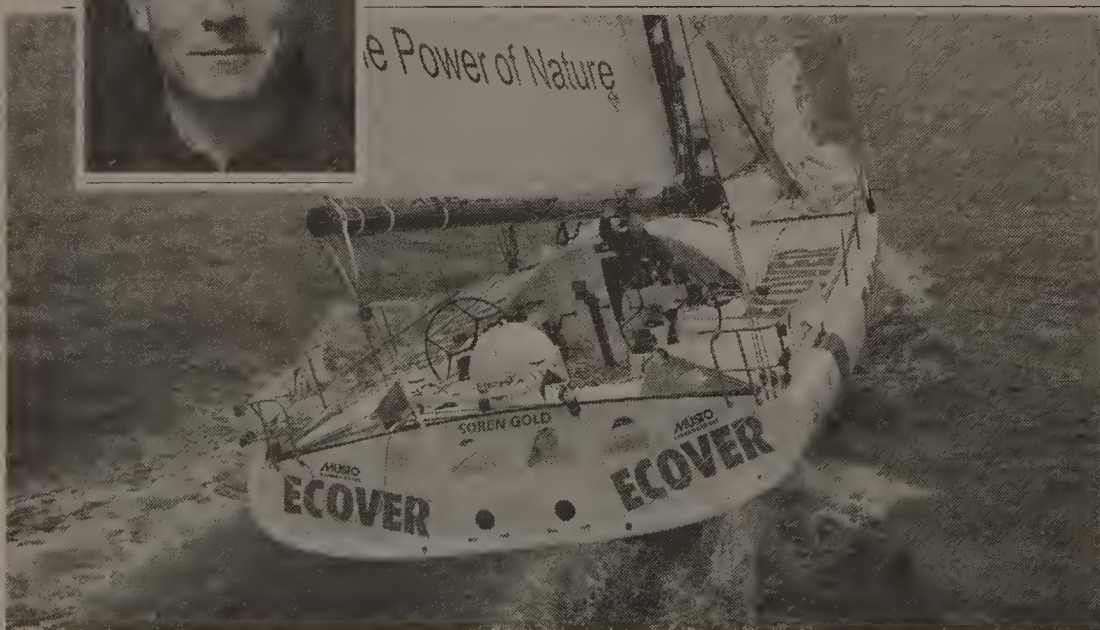
THE TIMES TO BEAT

Solo Round the World:
72 days, 22 hours, 54 minutes,
Francis Joyon, 'Idec' (90-ft trimaran), 2004
Did she do it?: www.teamellen.com

Vendée Globe:
93 days, 3 hours, 57 minutes;
Michel Desjoyeaux, 'PRB' (Open 60), 2001
Did he do it?: www.vendeeglobe.fr/uk/

tudes of the Southern Ocean. With her shore team keeping a minute-by-minute accounting of her pace against Francis Joyon's 2004 record (72d, 22h, 54m, 22s), set aboard his 90-ft trimaran *IDEC*,

Big Three of the Vendée (left to right) — Mike Golding and 'Ecover'; Vincent Riou and 'PRB', Jean Le Cam and the glaring yellow 'Bonduelle'. Who prevailed?



ALL PHOTOS WWW.VENDEEGLOBE.FR/UK/

— FAR SIDE OF THE WORLD



fans ate plum pudding back home, she said, "The only white Christmas about *this* Christmas, is the breaking waves all around us. The conditions are horrendous. . ."

At one point, *B&Q* took on water through an exhaust vent, but the purpose-built 75-footer and most of its systems held together, as her weather routers guided her on

a very fast path through the Southern Ocean toward Cape Horn. By New Year's Eve she'd stretched her lead to 2.5 days, and a few hundred miles before the Horn she had amassed more than a five-day edge — a theoretical lead of over 2,000 miles based on her average speed at the time of 17.7 knots.

But there was no time for celebrating. The notorious Horn met her with characteristic vengeance: massive, violent seas and storm force winds averaging 40 to 50 knots, and gusting to 60. By the time she passed it in mid-January her shore team reported that she was so exhausted that she could barely speak.

Unfortunately, the trip up the South Atlantic was to be no cakewalk. For the past three weeks she has struggled with a full gamut of wind conditions, necessitating frequent sail changes, and leaving her little chance to recuperate from her Southern Ocean

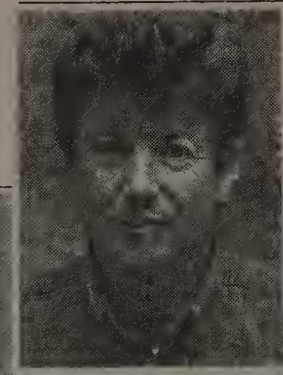
Dame Ellen (Inset) and the mighty 'B&Q'. By the time you read this she may be the fastest singlehander on earth.

she had already chalked up a new record to South Africa's Cape of Good Hope, estab-



lishing an 11 hour 'lead' at that point.

Since then, it's been the wild ride that one might expect, with an almost equal balance of highs and lows. Although she endured a battery of punishing storms as she worked her way east, Ellen continued to advance on the Frenchman's pace, reaching Australia's Cape Leeuwin 17 hours ahead of his time. While her



ELLEN & THE VENDÉE

thrashing. Although she watched her lead steadily diminish in the unstable conditions, mental strain and physical fatigue were clearly her biggest challenges.

Late last month she had to repair the tackline on one of her headsails, then the next day the headboard car blew off the sail track, causing her to make several trips aloft. She took a beating, but got the job done. "I just want the pain to go away," she said the next morning, "I'm just so bugged." A few days her lead had reversed to a deficit in extremely light winds.

With some 4,500 miles yet to go as we went to press, it was still anybody's guess how this epic battle would turn out. The one sure bet was that Ellen would be unrelenting in her drive to success, coaxing every 1/4 knot out of *B&Q*, every inch of the way to the finish. Catch the final action via www.teamellen.com.

Vendée Globe

As this issue went to press, the Vendée Globe race was down to the wire with the top three boats — after 80 days and more than 21,000 miles — all sailing within 100 miles of each other: Jean Le Cam's *Bonduelle*, Vincent Riou's *PRB* and Mike Golding's *Ecover*. *Bonduelle* and *Ecover* are both new boats, from the drawing boards of Marc Lombard and Owen Clarke, respectively. *PRB*, another Lombard boat, is a generation older, but has a pedigree. This is the same boat which won the last Vendée Globe under skipper Michel Desjoyeaux.

PRB led the race for about a week after the November 7 start. Then *Bonduelle* took over for about two weeks. Then *PRB* grabbed the lead back. . . . And so it's gone for the last two months, down the coast of Africa, across the Southern Ocean and up the Atlantic toward home.

What makes Golding's position in the lead pack all the more remarkable is that early in the race *Ecover* was more than 800 miles — that's not a misprint — behind the leaders. After straightening out some problems he had in the early going, Golding started moving up steadily. Having the same weather information as everyone else — and being several weather systems away from the leaders — it's hard to imagine how he managed to do this. Perhaps it has something to do with the knowledge gained in his four other trips around the world — one of them the last Vendée, in which he fin-



WWW.OCEANPLANET.ORG

We know that guy! Alameda's Bruce Schwab at Cape Horn. His second rounding of the infamous headland was in overcast and light air. (His first rounding was during the Around Alone Race in 2002.)

ished seventh.

Even more incredible, Golding actually led the race for a brief day or two in December, before his main halyard broke — a second time. That was off the coast of Brazil, and the failure cost him almost 200 miles on then-leader Vincent Riou. The recalcitrant halyard broke a third time in January, necessitating an eighth trip up the mast, but that time Mike rerigged it with a much stronger line which he hopes will last the rest of the way.

At press time, Golding was once again gaining ground on both Riou and Le Cam, although they weren't giving it up easily. The final sprint into Les Sables d'Olonne will have been a sight to see, especially if victory was decided in only the last 100 miles, as the three leaders felt it might be.

As we mentioned earlier, the final sprint to the finish of the 2001 Vendée Globe was also between a Frenchman and a Brit — Michel Desjoyeaux on *PRB* and Ellen MacArthur on *Kingfisher* — and it was also decided in the last 100 miles.

Speaking of *Kingfisher*, other late-breaking news from the Vendée at press time was that Australian Nick Maloney, whose *Skandia* is Ellen's ex-*Kingfisher*, had lost her keel 120 miles southeast of Rio de Janeiro. Maloney dropped sails and flooded the boat's ballast tanks to keep her upright, and was towed into Rio. It's not known what caused the failure, although Maloney hit an unseen underwater object pretty hard the week before.

Maloney's retirement is the seventh of this race. The starting fleet of 20 boats is now down to 13 (in 2001, only 15 of 23 starters officially finished), and they are spread far and wide. While the head of the beast is sliding up the Atlantic toward France, the tail, France's Karen Leibovici aboard *Benefic*, is still in the Pacific, 6,300 miles away. She was one of three boats that had not yet rounded Cape Horn.

Sailing along in good shape around midfleet is the Bay Area's sole connection to this year's Vendée, and the only American, Bruce Schwab, whose *Ocean Planet* was running in 9th place. Bruce has

had his ups and downs, but overall, he reports that the Wylie-designed *Planet* has held up well. Though he'll finish out of the money, Schwab was well on his way to achieving his goal of becoming the first American to complete a Vendée Globe.

To see how it all played out, log onto www.vendeeglobe.fr/uk/.

Speed, danger, the eternal struggle of man vs. nature, the triumphs and tragedies of the human spirit — the Vendée Globe and Ellen's record run have it all. They also have video cameras aboard, live audio feeds and two of the best sailing websites we've ever seen.

It therefore remains a mystery to us how these fantastic adventures are — outside of select sailing circles — unknown in America. You can bet the Vendée and MacArthur's sail appear nightly on TV screens all over Europe. Here, 'reality' TV consists of boob jobs, getting voted off the island and Donald Trump firing some schmuck every week.

We hope, with the onward march of technology, that in a few years viewers will not have to depend on the networks to make their viewing decisions; that websites and TV will meet somewhere in the middle and you'll be able to 'log on' to the tube to follow the next Vendée or Ellen MacArthur challenge right in your living room. Imagine real-time images on your 60-inch plasma screen of Open 60s and cutting-edge multihulls knifing through huge seas at 30 knots while dodging icebergs in the Southern Ocean.

Call us dreamers, but — like the skippers themselves — we don't think American viewers would ever look back.

— **latitude/jr & aet**

Use the Autopilot Favored by Shorthanded Racers

**Because for More than 30 Years ALPHA PILOTS
Have Delivered the Highest Performance,
Reliability and Low Power Consumption
These Competitors Demand!**

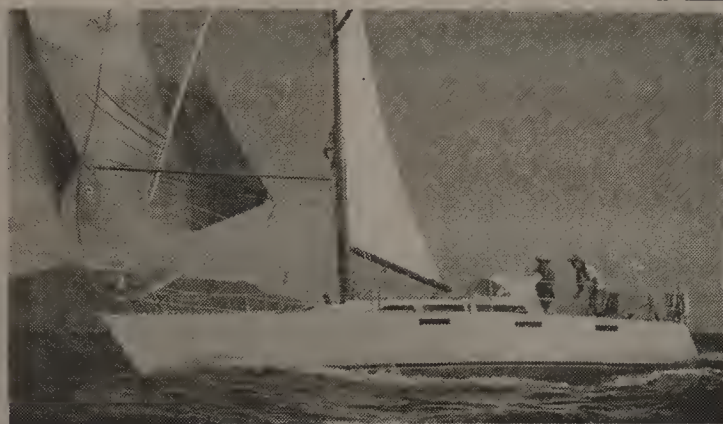


PHOTO: STEVE CHAMBERLAIN

*Jonathan Livingston, Susie Grubler and Brian Larkey sailed
as a trio to win Division C of the West Marine Pacific Cup.*

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SURVIVING THE TSUNAMI

For most of us, the catastrophe wrought by December's Indian Ocean tsunamis is beyond imagining. Within minutes of their arrival, tens of thousands of lives and livelihoods had been completely wiped out. With human remains still being uncovered in some areas, the estimated death toll has risen above 225,000, making this the most devastating natural disaster in modern history.

As most readers undoubtedly know by now, just before 8 a.m. on December 26, a massive 9.0 under-sea earthquake rocked South Asia. It was centered roughly 60 miles west of Aceh Province on the Indonesian island of Sumatra. Scientists surmise that the tremendous jolt was due to the shifting of tectonic plates along a vast undersea fault.

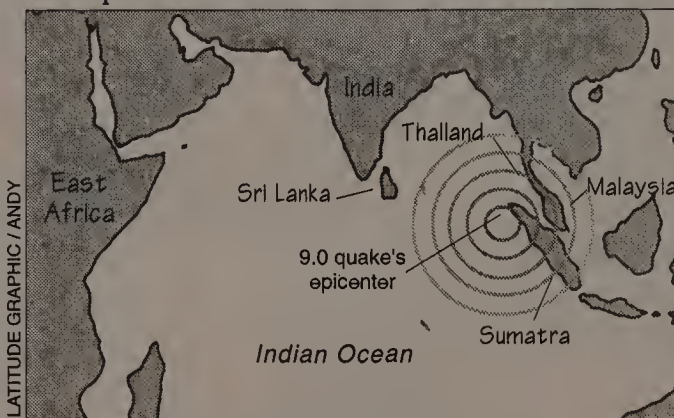
The quake's incredible power generated a series of tsunami waves which radiated out across the Indian Ocean and Andaman Sea at estimated speeds of 500 mph — as fast as a jet plane. Towns along the coastline of northwestern Sumatra were annihilated with a force reminiscent of a nuclear blast, while the first of several 30-foot-tall swells rounded the island's northern tip, racing eastward down the Straits of Malacca and northeast toward the tourist mecca of Phuket, Thailand. The tsunamis' inertia simultaneously pushed west all the way to the coast of Africa, some 2,800 miles from the temblor's epicenter.

Out at sea, the phalanx of fast-moving swells passed beneath ships largely unnoticed, but when they collided with the shoaling coastlines of Thailand, Malaysia, Sri Lanka and India, they built into ferocious walls of water — at least 15 feet high — bent on obliterating everything in their path.

Despite the unprecedented carnage ashore, reports from Thailand and western Malaysia indicate that, while many cruising boats were severely damaged, relatively few were completely destroyed. And to our knowledge, no cruisers in those areas lost their lives — an astonishing fact, if true.

For the sailors who lived through this surreal nightmare, reflecting on their own good luck was bittersweet. Many, in fact, were emotionally stunned, if not substantially guilt-ridden, to realize that they had come through this colossal trag-

edy relatively unscathed, while so many others lost everything. Showing typical cruiser spirit, however, some were able to pluck struggling swimmers from the roiling waters, and many immediately pitched in to assist the wounded and



help in the cleanup efforts.

We won't attempt to give you a comprehensive overview of the devastation in these pages. However, we hope the following excerpts from firsthand reports will give you some understanding of what the experience was like for sailors who endured it. There are also lessons to be learned from the decisive actions taken by many mariners — especially, to quickly raise anchor and head for deeper water.

Our hearts go out to all who have suffered in this catastrophe.

In Asian waters, one of the greatest concentrations of cruising sailors can be found at, or near, the large resort island of Phuket, Thailand, and at several anchorages on the duty-free island of Langkawi in western Malaysia.

By all accounts, the morning of December 26 was a typically stellar day in Phuket, with a gentle breeze blowing in off the water, sunny skies and thousands of tourists recreating

on the island's many exquisite beaches.

Having sailed through the night from Langkawi, 140 miles to the south, the crew of the 44-ft X-Yacht *Rhythm Stick* had dropped their hook during the early morning hours in Chalong

Bay, a popular cruiser anchorage on the south coast of Phuket. They were still deep asleep when — at roughly 10 a.m. — they were awakened by their boat's peculiar motion.

A minute later, former Californian Martin Harris heard his wife Vita cry out from the cockpit that huge waves were coming — and from the tone of her voice he knew they were in serious trouble.

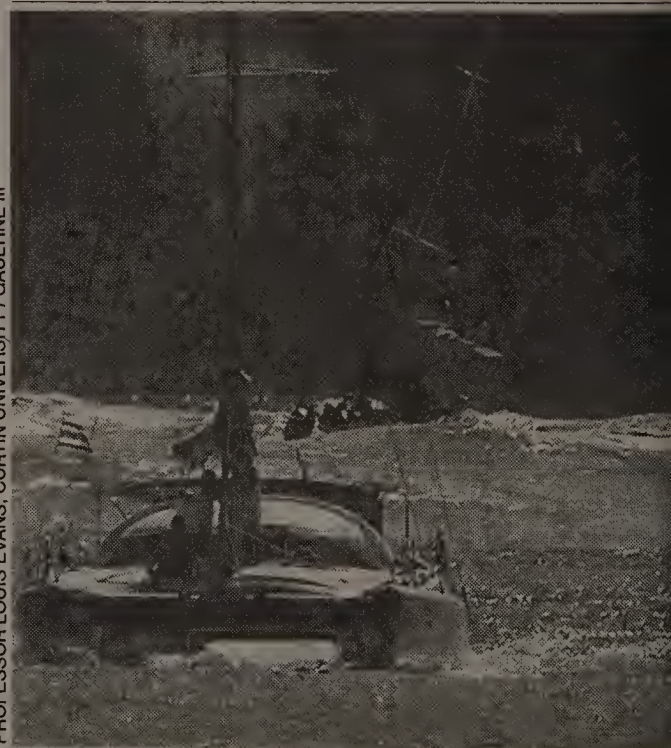
Standing at the wheel moments later, Martin looked out across his bow towards the south entrance of the bay: "I was absolutely stunned by what I saw; I couldn't believe it. While the water around the boat had become even more disturbed and choppy, I saw a series of green watery walls at least 2 or 3 meters high screaming in directly toward us."

He started the engine and shouted to his crewman, Jumar, to quickly raise the anchor or cut loose the chain so they could maneuver: "The steep green wall lifted the *Rhythm Stick* to a frightening angle as the wave exploded on the bow. The boat screeched as the anchor chain was pulled tight, and the rig vibrated as if hit by a hammer. The second wave of this first series looked far taller and more menacing as the boat was now tilting bow down into the wave's trough, which was not green like the water that just passed us, but muddy and brown. 'Is this the bottom?' I thought.

"Around us, the once-peaceful lagoon

"The boat screeched as the anchor chain was pulled tight, and the rig vibrated as if hit by a hammer."

By all accounts, the morning of December 26 was a typically stellar day in Phuket, with a gentle breeze blowing in off the water, sunny skies and thousands of tourists recreating



— HORROR IN PARADISE

had turned into hell as I saw boats capsizing and crashing; a 50-ft power boat right in front of us had already come off its mooring, but became entangled in a rope and collided with a crewless sailboat. Hit nearly side-on by the next wave, they were now being pushed toward us.

"The second wave exploded right on top of Jumar, who was bravely kneeling on the bow working the anchor windlass. For a moment I thought we were going to lose him, but as the foam cleared, there he was, the remote control for the electric winch in hand and winding up the chain.

"Luckily for us, the next wall of water appeared to be a bit smaller, but then Vita called the depth 'Zero point 3 under the keel!.' What? Only 30 centimeters? This can't be. I had dropped the anchor in 5 meters of water."

Rhythm Stick took the next wave on her bow quarter, but the deep-keeled boat listed only slightly. As they raced down the back of the wave, Jumar finally got the anchor up. "Just in time," recalls Harris, "as the two entwined boats were dangerously near — so close that I could see directly into the scared, widened eyes of the deckhand on the powerboat. He didn't speak a word, just stared at me. I could do nothing to help."

Harris turned *Rhythm Stick* toward the easterly exit of the bay, heading for deeper water. "In the meantime, the entire bay had been turned into a boiling, swirling inferno with brown water and

drifting boat planks, logs and whatnot all around."

Again Vita called out in horror. Behind them, "the water was towering up to at least 5 meters as it hit land and rolled along the beaches with incredible speed, consuming all in its way. I watched as several large boats were thrown into the trees. Far in the distance a longtail boat (Thai 'canoe' with an ultra-long shaft) was trying to escape the greedy barrel and seemed to be surfing down the front, making a getaway. But as we watched, the small boat was engulfed and swallowed by the monstrous wall of turning water. . . The radio on channel 16 went mad as boats called *Mayday* for help, trying to reach other boats or people on shore."

Completely stunned, Harris and his crew headed for Nai Harn Bay, a deep-water anchorage a few miles to the west. "One moment you are in a calm, safe, sheltered anchorage, the next moment in hell," he reflected later. Along the way, "the ocean was littered with deck chairs, tables, wood and bamboo. Children's toys and flip-flops floated by. . ." When they arrived at the entrance to the bay, they saw "50 or more boats drifting in the deep waters out front."



MARTIN HARRIS / WWW.RHYTHM-STICK.COM

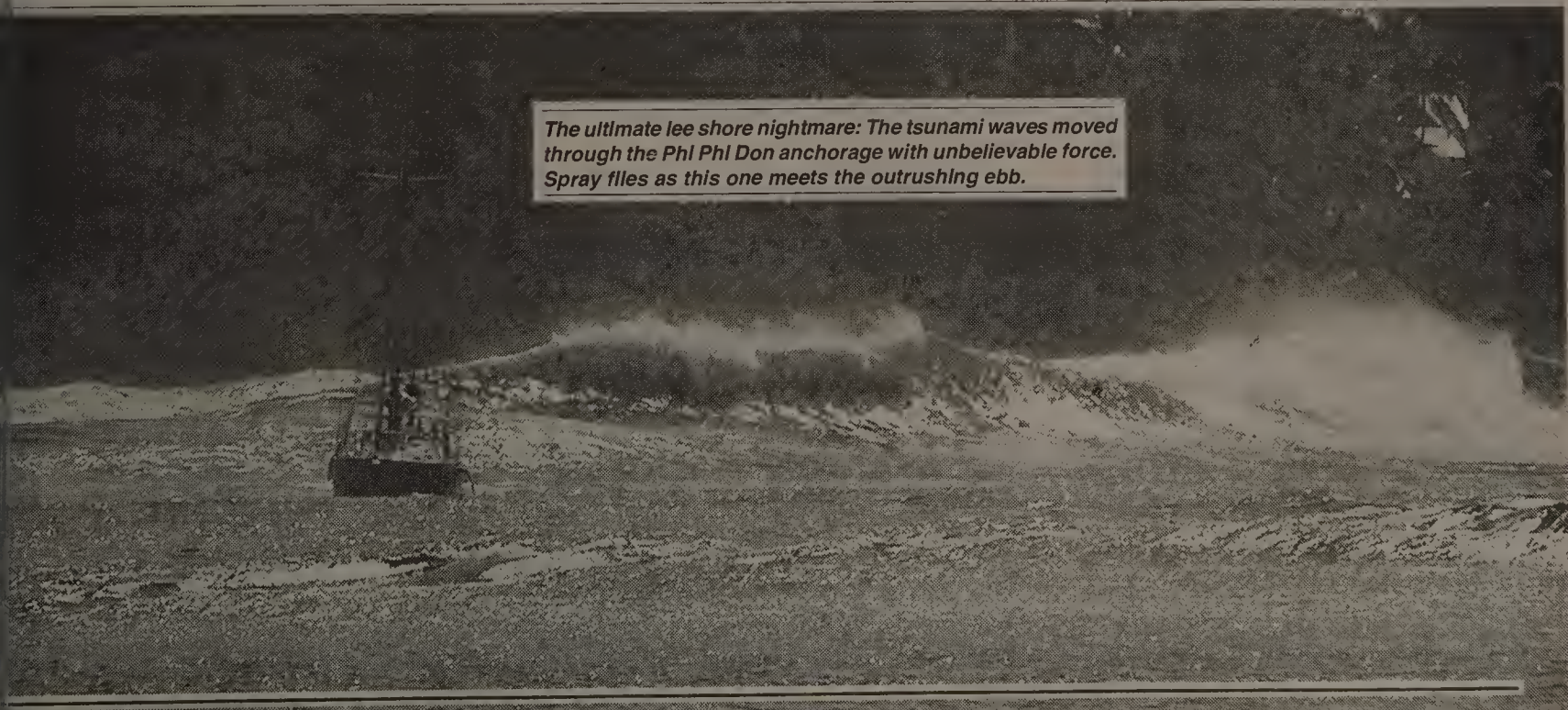
On Phuket's west coast, boats, beach gear and the contents of beachfront businesses were pulverized, and scores of people died.

One of the 85 boats anchored in Nai Harn Bay was the Monterey-based Gulfstar 50 *Blue Banana*. Ironically, 'Sam' Fleetwood had just finished typing up a *Changes in Latitudes* report for *Latitude* when the tsunamis roared through the anchorage, which lies near the southernmost tip of Phuket. She and husband Bill quickly upped anchor and headed out to sea, as did many of the other boats moored there. Remarkably, none of them were lost.

"The restaurant where a big group of us had Christmas dinner is gone," said Sam, "nothing left but the concrete. All the businesses on the main beach are gone as well as the hundreds of beach chairs and umbrellas, the massage huts, the stores and restaurants."

It was a similar tale of destruction all along Phuket's west coast.

The ultimate lee shore nightmare: The tsunami waves moved through the Phl Phl Don anchorage with unbelievable force. Spray flies as this one meets the outrushing ebb.



SURVIVING THE TSUNAMI

Meanwhile, about 25 miles to the east — halfway to the mainland — a dozen boats participating in the Blue Water Around the World Rally were anchored in a small cove on the north side of idyllic Phi Phi Don Island. Opposite them, the island's south-facing bay could be seen across a low sandy isthmus, roughly 250 yards wide by 3/4 of a mile long, which stood about 12 feet above sea level at high tide.

Rally participants Dick and Leslie York of the J/46 *Aragorn* report that the isthmus "was filled with dive shops, small restaurants, Thai massage parlors, and t-shirt

reactions, snapping the anchor chains of two of them.

"By this time," recalls York, the second or third wave crest had refilled the bay and was crashing on the shore around the boats. The center of the bay was a cauldron, with swirling and standing waves jumping all over."

As another Rally boat, the 35-ft sloop *Briet*, was getting underway, the force of a receding wave rapidly flushed her out — clocking 12 kts on her speedo.

hospital.

"It is a miracle that they are alive," says York. "Many others near them were severely injured by the debris. How did they travel so far across the spit without hitting anything hard and not drown?" Fortunately, the Muesch's 21-year-old grandson Michael, who'd been alone aboard *Tahlequah*, was able to get her anchor up and move her to deeper water with the help of the York's son, Tom.

On their way out, the Yorks rescued several kayakers near the island. Later, several of their family members, along with other Rally crews, dinghied ashore with medical supplies to help the wounded.

Rally participants George and Ellen McNeil were aboard their New Zealand-based sloop *WindDancer* at Phi Phi Don when the tsunamis roared in. Their 16-year-old grandson Jordan, however, was somewhere ashore.

"We nearly lost the boat and ourselves in the incoming torrent surge, but finally got the anchor up and headed for deep water," says Ellen.

"Jordan was standing on the beach watching the tide get very low, then started running as he and others realized that the incoming tide was getting too high. He was tossed around, cut, dunked, and was finally able to crawl through an upper story of one of three hotels left standing on the island. There, he joined other young tourists from Europe in saving and helping the injured."

WindDancer circled offshore until the McNeils felt confident that the waves had subsided. Then George dinghied ashore to find his grandson. He soon radioed from the beach that he had never seen such devastation.

Although this fleeing speedboat miraculously escaped to deep water, many people perished on the low-lying Isthmus of Phi Phi Don.



LESLIE YORK

Ashore, Ed and Helen Muesch of the Rally boat *Tahlequah* had been walking along the beach toward their dinghy on the north side of the isthmus when the bay started to empty. They spotted the first wave

to outrun it, they bear-hugged in order to stay together as the monster wave hit, but were thrown head-over-heels to the bottom. They were then pinned against two palm trees by the tremendous current.

The second — larger — wave sent them tumbling across the isthmus into the south bay and out toward open water. "Swallowing water I knew the end was near and felt death all around me," Ed later wrote in an Internet posting. "I remember feeling a sense of peace I had never felt before; everything seemed to go into slow motion, quiet and very peaceful."

Between waves, Ed clawed his way to the surface for air, but Helen had passed out, having ingested water into her lungs. Ed eventually managed to get Helen aboard a longtail with the help of its shell-shocked driver, whose niece had just disappeared off the beach. A wooden barkentine which had come in to lend assistance eventually took Ed and Helen to Phuket, where, thankfully, she made a full recovery after a stay in the

Above: This brochure photo shows Phi Phi Don's Isthmus and two adjacent bays on a typical day — placid and serene. Inset: A fraction of the longtails and ferries that bring tourists.

shops, plus local markets and food stalls. Working on and off the beach on the south bay, there were about 50 to 100 longtail boats taking tourists out, along with 20 or more speedboats and ferries which had arrived with hundreds of people."

Several members of the York family were about to take a swim at about 10:45 a.m. when "the wave sucked the water out of much of our cove, then filled it up again. At the same time," recalls Dick, "the wave was pouring over the sand spit. It did this at least three major times. The water in our small, circular bay was spinning, making boats look like a Disneyland ride.

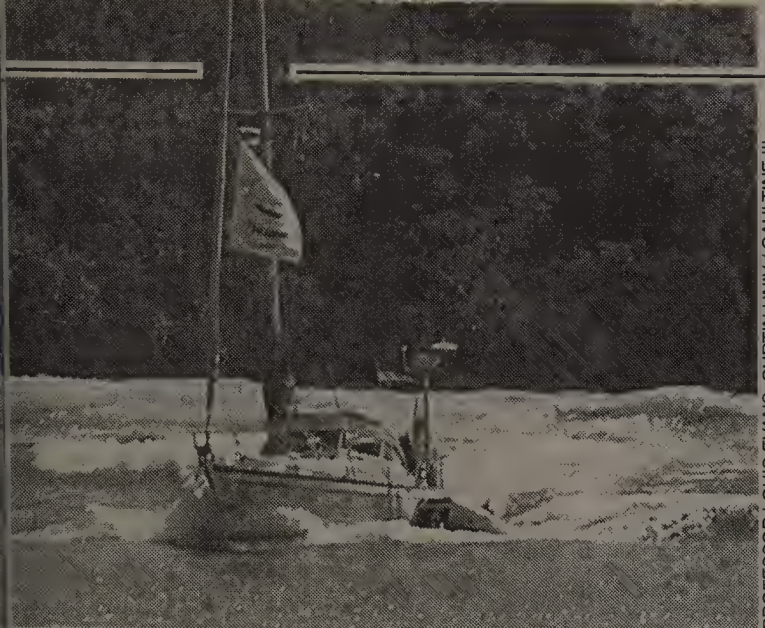
"We saw the reef and beach that covers the south half of our bay uncover, despite being almost at a peak spring high tide of 8.5 ft. The water rushing out made a giant spinning pool, counterclockwise, clear on the edges and brown in the center."

As crews instinctively scrambled to move their boats to deeper water, the erratic actions of the supercharged waves spun unattended boats in opposite di-

PROFESSOR LOUIS EVANS, CURTIN U. / GAULTINE III



— HORROR IN PARADISE



PROFESSOR LOUIS EVANS, CURTIN UNIV / GAULTINE III

This photo of 'Paroo' — anchored at Phi Phi Don in 40 feet of water — gives you an idea of the incredible speed and power of these waves.

A medical doctor, George instinctively began helping the injured even before locating Jordan. "He then radioed us to re-anchor the boat in the bay, put out a *Pan-Pan* on the VHF radio for medical help — supplies and any doctors and yachties who felt they could join us on shore." Ellen clearly remembers his words: "We cannot leave these people, we have to help. Bring all the medical supplies, bandages and clean towels. Be ready to stay."

"Crewman Jeff Stanley and I understood that this meant that we might lose *WindDancer* to another wave surge," recalls Ellen, "but George's choice was clear." They were joining a shore party from *Aragorn*, which included second-year medical student Sloane York, just as George radioed that he'd found Jordan. Although beat up, he was running food and water up to survivors who had fled to high ground.

As they neared shore, Ellen surveyed the carnage: "There was nothing left standing, save parts of three hotels. Sheet metal, rocks, trees, concrete slabs, septic tanks, clothing, shoes, cameras, boats, swim fins, cameras, backpacks, sand and coral tossed violently together in chaos. How could anyone survive this?"

The volunteers worked throughout the night giving medical assistance, George being one of only two doctors for thousands of injured and nearly dead. "Sloane and Jeff were amazing, as were the New Zealanders, Shelley and Murray, that I worked with," says Ellen. "Jordan showed stamina and

compassion beyond belief, and beyond his years.

"The injuries were brutal rips, slashes, broken bones and tangled bodies. The dead were laid out with sheets respectfully covering them if they were fortunate enough to have been found. Med evac he-

licopters started to come in by late evening, and makeshift stretchers with swimsuit-clad carriers started the long slog across the tangled scene to the choppy area.

"The night just went on and on, being guided by Thais over jungle paths and debris to places where severely injured people were hoping for a doctor. It was strictly war zone medicine: flooding gashes with alcohol or iodine; using the antibiotics and dressings from the boats, as nothing else was available; applying gauze pads, wrapping, taping; with George prioritizing who would be lifted out by chopper that night."

"There were many more images from that endless night: dive boats returning; people leaving the island by boat; people crying out for missing children, husbands and friends; fires burning to guide the choppers in; a full moon to take away some of the terror of darkness; and finally a few hours of sleep when we were too exhausted to do anymore."

By noon the next day, Thai medics, nurses and special forces units arrived with medicines, food and water.

The day of the massive quake the Cheoy Lee 38 *Tir na n-Og* was anchored off Rai Le, a popular beach on a small peninsula close to the town of Krabi — a day's sail north of Phi Phi Don.

By late morning, the beaches which can only be reached by boat were crawling with tourists who'd been brought in by longtail boats. The *na n-Og's* owners, Mary and Merl Clawson, had taken their 16-year-old daughter Crystal ashore early to join a rock-climbing course across the peninsula, on the east side — about 2/3 of a mile from where their boat was moored in a west-side bay.

Before heading back to the boat, they stopped into a beachfront Internet café, and just as they were getting connected, people started screaming and running up the beach. "Mary thought a bomb had gone off, or some act of terrorism," remembers Merle.

"Once we looked towards the water, we saw the reason for the panic — a tsunami! It was a sight that we will never ever forget. A monstrous wall of water was heading toward us at an amazing speed. I have to admit, I was momentarily frozen in fear.

"The next thing I remember is Mary screaming, '*Tir na n-Og*, not again, not again, this can't be happening!'" Two years earlier, the sturdy ketch had been damaged, then sunk by two successive typhoons in Guam. After completing extensive repairs, they — like most other sailors here — had sought out the 'safe' refuge of these waters, out of the cyclone zone.

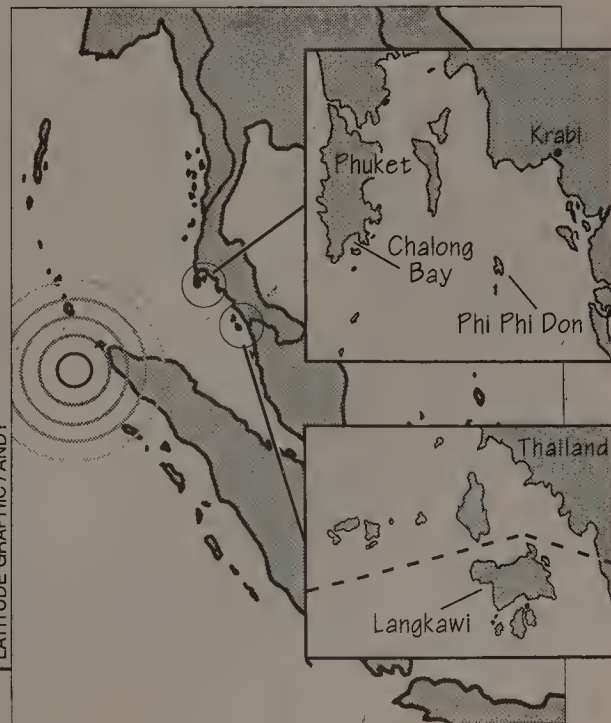
"At that moment, an eight- to ten-meter wave broke over our floating home, smashing her on her port side and bury-

ing her underwater. We both just stood there in utter shock. Unbelievably, she came back up. There might be hope.

"Screaming a short distance away caught our attention. We looked at the water's edge to see close to fifty people, some in kayaks, sitting or laying on the ocean floor. The entire bay had drained.

Mary screamed, "We have to help these people," she recalls. But as they started toward the bay the second mas-

"A monstrous wall of water was heading towards us at an amazing speed."



LATITUDE GRAPHIC / ANDY

SURVIVING THE TSUNAMI



MARTIN HARRIS / WWW.RHYTHM-STICK.COM

The massive waves carried debris several blocks inland, hurling cars and trucks as if they were toys — all in five minute's time.

sive wave hit *Tir na n-Og*. "She was slammed, again on her port side and engulfed in water. The energy of these waves was colossal, and we could see in the distance that another was on the way. Instantly we knew we had to leave.

"In my peripheral vision I saw four or five longtails with people flying out of them swallowed by white water. The scene was surreal, indescribable. The water was coming fast and there was nothing to do at this point but run." As they turned to flee they both thought of Crystal. "No matter what," they remember thinking, "we had to get to her. She had to be alive. The boat, or anything else at that point was insignificant."

"Looking over my shoulder," says Merle, "I saw complete panic. One of my thoughts was of the people I had seen only minutes earlier in the water. I knew many were now dead. We were literally running for our lives. Hundreds of people were scattering for high ground."

As they ran toward the east to find Crystal, they met a flood of people coming toward them from that side. "The trip to the east beach took what seemed to be a thousand years. When we arrived, the water was high, and many parts of the beach were under. Wading through waist-high water that was rushing toward shore, we finally came to the spot where we had left Crystal. Screaming her name, and whistling, we got no response. Then from up the steep wall of limestone she called back. 'Mom, dad, up here!' The relief was incredible, but short-lived, for we had to move. We were alive, and together, but still far from being out of harm's way."

Another huge wave was barreling toward them. Mary yelled to Crystal to keep running as fast and as far as she could.

"Hundreds of people were moving to high ground, and there was only one place to go. When we finally arrived at this spot, about sixty meters high, we

found ourselves exhausted, drained physically and mentally. The thoughts of what just happened overwhelmed us.

"Standing on this one spot we embraced each other in a three-way hug and broke down in tears. For all of us to be alive and together, knowing all the death we had just seen

around us, was something that we cannot put into words."

We're happy to report that when the Clawson family eventually got back to the west side, they were astounded to find that their boat was still afloat, although she'd lost most of her deck gear and was thoroughly trashed below decks.

Among the other yachts moored at Rai Le over Christmas was a Jeanneau 35, skippered by John Henke of San Diego. For the past week, he, along with Julie Sobolewski and her 25-year-old son, Casey, had been enjoying a 10-day charter out of Sunsail's base at the Phuket Boat Lagoon, on the big island's east side. Up until that point, it had been a dream trip.

After a leisurely morning ashore, they departed Rai Le about 11 a.m. and headed south along the eastern side of the Ko Dam group — a cluster of two major islands connected by a sandy beach and a shallow reef, as well as 8-10 small rocky islets. It's a very popular day destination for snorkeling and fishing.

"While passing between Ko Dam Kwam and Ko Poda, I noticed something strange happening. The rock islands a half mile due south of us looked as though they were 'calving' like an iceberg, with very high splashes of water, perhaps 100 feet or more, that kept getting bigger, not smaller. We all stared, not knowing exactly what we were seeing, as this portion of the Phang Nga Bay is extremely sheltered, and swells are unheard of.

"It became obvious that there were very large waves coming toward us, and we feared for the 50 to 100 tourists and 10 to 12 longtail boats on the two beaches nearby.

"We watched as the large wave formed on the far side of the sand bar, and time seemed to stand still for a few minutes. The wave then began to crash and the sand bar beaches disappeared. Instantly, the water was turbulent, ugly, brown, swirling, thick and charging very fast. The sand bar beaches, people and longtails had disappeared.

"Another five longtails were in the water directly in front of us. They tried to outrun the wave and shoot through the reef between the islands. At first it looked like they would all make it, but none did. All broached and flipped over in the surf.

"This first wave looked to be about 25 feet tall, but, oddly, there was no back to it. The backside was nearly level with the crest of the wave. The sea level was rising and there were more waves behind the first as the water level rose significantly. That first wave completely blew

At Telaga Harbour Marina, boaters were caught off guard as the tsunamis surged through. Note the man (lower right) clinging to a piling.



DOUGLAS WALLING

— HORROR IN PARADISE

through the sand spit beaches and across the submerged coral reef between the two islands, sending people and longtails flying in all directions. The surge literally blew people and the overturned longtails right through the pass toward our boat. Fortunately, most all were wearing lifejackets."

John and Julie first pulled two middle-aged Asian woman and their longtail skipper aboard, then threw lines to swimmers nearby. Casey took off in the dinghy to reach others. Within a few minutes they had 21 Thai survivors aboard, and Casey had another five in the dinghy.

"Debris in the churning water made it difficult to spot people swimming," recalls John. "There were overturned longtails all around us."

Seeing a second surge approaching, they began to motor toward deeper water, but Casey was falling behind in the overloaded dinghy with its 5 hp outboard.

"Realizing that we wouldn't outrun the waves, I slowed the boat and turned to take them head on. We took the first one over the bow, but the rest were not too bad." Casey and his passengers somehow held on through the waves, but spun out in the currents from the surge.

After offloading the survivors onto a large ferry in the lee of Ko Poda, and sending Casey to the beach with his people, John and Julie went to look for more stranded folks in the lee of the islands. "The water was full of sand and debris," says John, "plus overturned longtail boats, and all of their contents strewn across the water: shoes, backpacks, picnic lunches, you name it."

Hunting around the floating debris pilcs for more survivors, they suddenly ran hard aground and heeled over 20° to starboard. "I yelled at Jules to check the bilges for incoming water, but there didn't seem to be any. A small wave bounced us again on the reef, but it spun the boat in a better direction. I gunned the engine and we headed off for deeper water."

After another 20 minutes of searching, they headed back to the lee of Ko Poda and picked up Casey. A short time later, they rescued a group of people who had taken refuge atop a 300-foot limestone pillar. Sadly, their final rescue came too late. Among floating rubble, they found a drowned Asian snorkeler, still wearing her goggles.

Amazingly, none of Sunsail's clients were harmed. Nor were any of their boats or facilities damaged.

The killer waves reached Langkawi, Malaysia, a short time later. Because this small island is a duty-free port and is quite close to the Thai border, it's a favorite hangout for many world cruisers.

Doug Walling of the Monterey-based Bristol Channel Cutter *Calliste* had recently pulled into the nearly new Telaga Harbour Marina, on Langkawi's west coast, to fuel up for a week's cruise around the island when he and many others were blindsided by the series of freak waves:

"At about 12:25 local time, I noticed a series of breaking waves about 3 to 4 meters high coming up Telaga entrance, flattening out by the fuel dock to about 1 meter high.

"It hit the boats and slips with such force, rolling side-by-side boats 30° in opposite directions, with their masts crashing. Finger slips started ripping from gangways, then gangways ripped from pilings. There were sickening crashing sounds, people were thrown off their boats into the water, and others were thrown off the docks.

"Boats attached to pontoons floated out to sea by themselves. It was like a hurricane's affect without the wind and rain. . . . With quick work at the right time, we kept *Calliste's* mast up until she was caught in an eddy, then returned



In the aftermath, Langkawi marinas — this is Telaga Harbour — were littered with badly battered boats, although few were totaled.

and secured her to a remaining pontoon — all by sheer luck."

Although repairable, the stout 28-footer endured \$40,000 in damage. Walling reports that since all boat repair facilities are booked solid from Phuket to Kuala Lumpur, he'll probably head to Singapore for repairs. (Yes, he was insured.)

Oddly enough, some boats lying outside the marina in Telaga Lagoon — which is sheltered by two barrier islands — were unharmed. Cruisers anchored there were able to rescue and reanchor a half-dozen unattended boats which had broken loose from the chock-full marina.

Further reports indicate that the nearby Rebak Marina facility was very badly damaged, with most, if not all, pontoons breaking free, sending a fleet of boats — still tied to them — out to sea.

Latitude contributors Tom Morkin and Liz Tosoni report that at the south end of the island, in Kuah town, the 200-slip Royal Langkawi YC was virtually unharmed, as it lies around a corner and up a channel from open water. "There were only a few villages on the west side of Langkawi that were affected and no deaths as far as we know," says Tom, "so we've been sheltered from the horror of the devastation."

Curiously, Asian newspaper reports indicate that some animals — both wild and domestic — instinctively fled to higher ground long before there were any signs of approaching waves. Even more curious is the fact that Andaman Sea Gypsies, reclusive bands of waterborne people who live aboard simple boats and stilt houses in the remote outer islands, also answered some inner call to seek high ground. According to published reports, their community remains unharmed.



SURVIVING THE TSUNAMI

We have no reports from boaters in Sri Lanka or India. Along the African coast, the affects were apparently greatly subdued, although some deaths were reported.

Within Mother Nature's arsenal of natural disasters, tsunamis are rare, but certainly not unheard of, in either the Indian or Pacific Ocean basins. But in the Pacific there has been an extensive warning system in place since 1949 — established in the aftermath of an Aleutian Island earthquake, which generated a tsunami that killed 165 people in Hawaii and Alaska. Sadly, Indonesia has had plans for such a system on the back burner for over a decade, but to date it remains unfunded.

At this writing, a month after the late-December disaster, the most encouraging news we can bring you is that the international relief effort has been unprecedented. To their credit, many sailors have also lent their energies and talents to the recovery process. Dr. George McNeil, for example, has joined other mariners in mounting a volunteer relief



MARTIN HARRIS / WWW.RHYTHM-STICK.COM

The resilient Thai people began cleaning up, rebuilding and repairing their boats almost immediately. But will the tourists return?

effort to Aceh called Waves of Mercy. They're using two large charter vessels to transport "doctors, nurses and many tons of medical and emergency supplies" to the devastated coastal town. (See www.wavesofmercy.com.) When he returned home, John Henke set up his own charity to buy longtails for the Thais. (Contact juanflaco@hotmail.com for info.)

We would strongly encourage you to follow their lead by donating to the aid

organization of your choice, such as the Red Cross, UNICEF, OXFAM or Seacology (www.seacology.org).

As med student Sloane York said in an email to her friends after her night of triage at Phi Phi Don, "I have never beheld such horrors in my life. . . If I was already trained as a physician, you would not be seeing me for many months because I could not leave these people. . . Please help in any way you can." As she pointed out, even a \$5 donation will help.

Paradoxically, one of the most beneficial things outsiders could do for tourist destinations like Phuket is to keep spending vacation dollars there. But with its reputation now tainted by so much death and suffering, the customary throngs of travelers may not return any time soon — creating a second crushing blow to the livelihoods of the island's people.

Memories of this tragedy will undoubtedly always stay with those who witnessed it. We can only hope that the affected areas can eventually rebuild into the paradise-like settings that they once were.

— latitude/aet



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CORINTHIAN MIDWINTERS 2005



— FLIGHT OF THE VALKYRIE

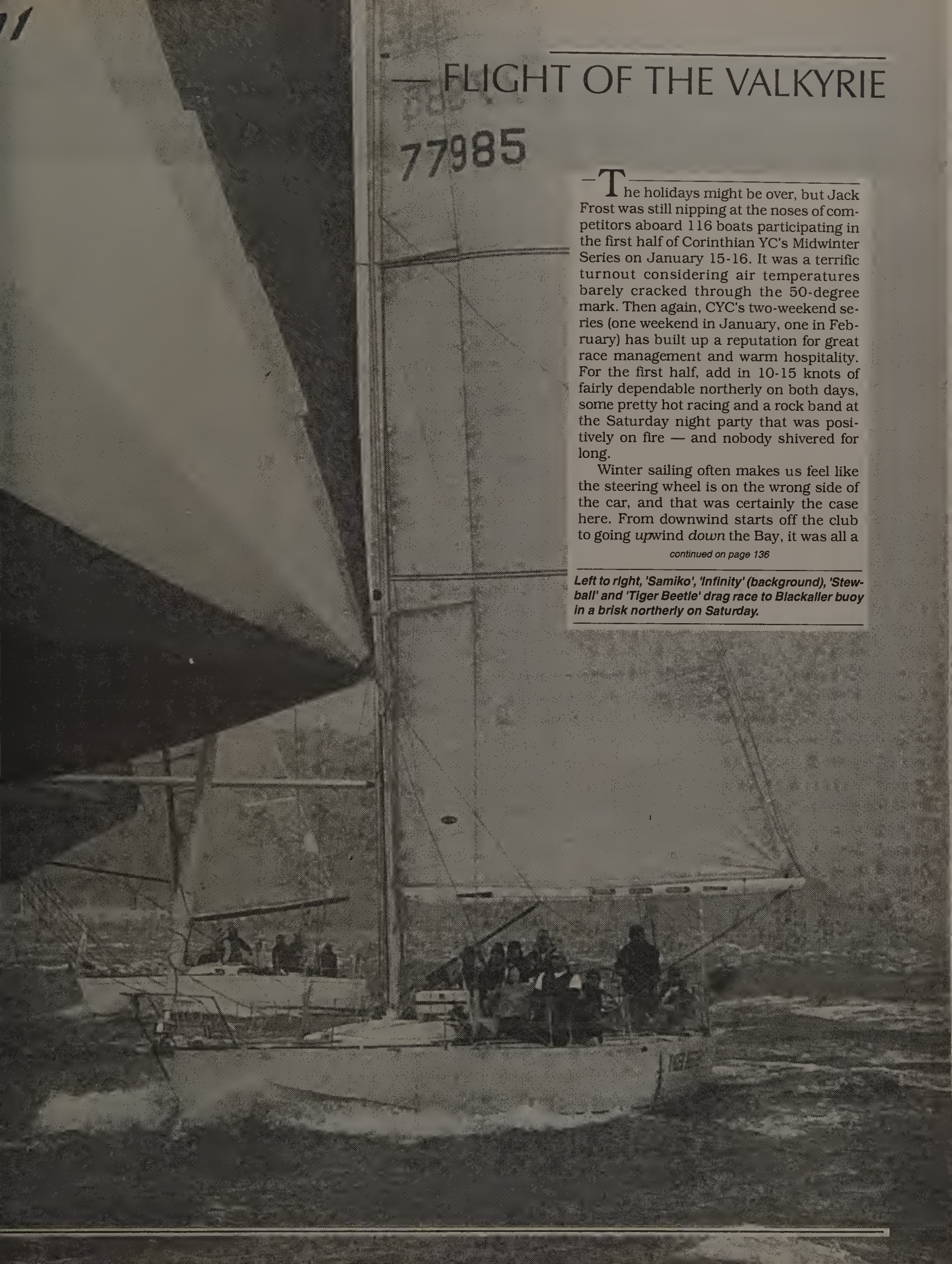
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The holidays might be over, but Jack Frost was still nipping at the noses of competitors aboard 116 boats participating in the first half of Corinthian YC's Midwinter Series on January 15-16. It was a terrific turnout considering air temperatures barely cracked through the 50-degree mark. Then again, CYC's two-weekend series (one weekend in January, one in February) has built up a reputation for great race management and warm hospitality. For the first half, add in 10-15 knots of fairly dependable northerly on both days, some pretty hot racing and a rock band at the Saturday night party that was positively on fire — and nobody shivered for long.

Winter sailing often makes us feel like the steering wheel is on the wrong side of the car, and that was certainly the case here. From downwind starts off the club to going upwind down the Bay, it was all a

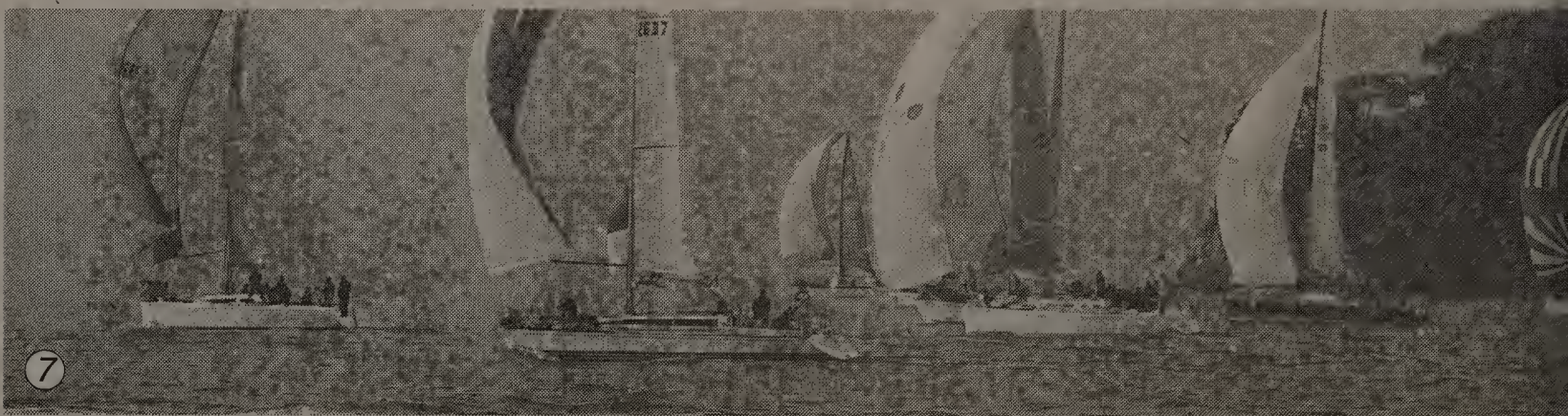
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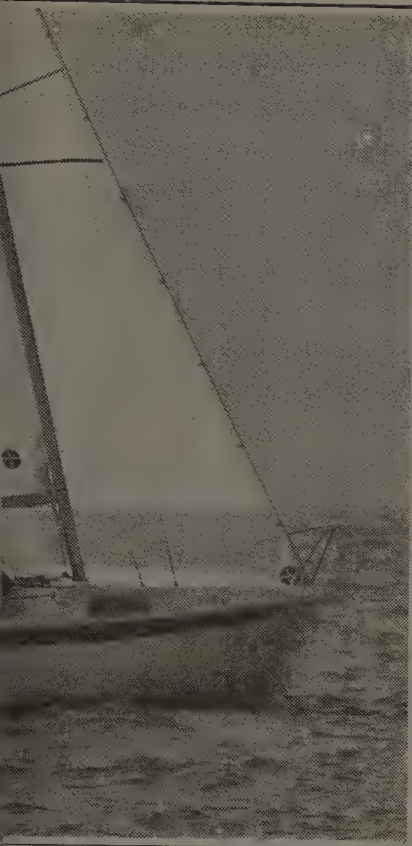
Left to right, 'Samiko', 'Infinity' (background), 'Stewball' and 'Tiger Beetle' drag race to Blackaller buoy in a brisk northerly on Saturday.



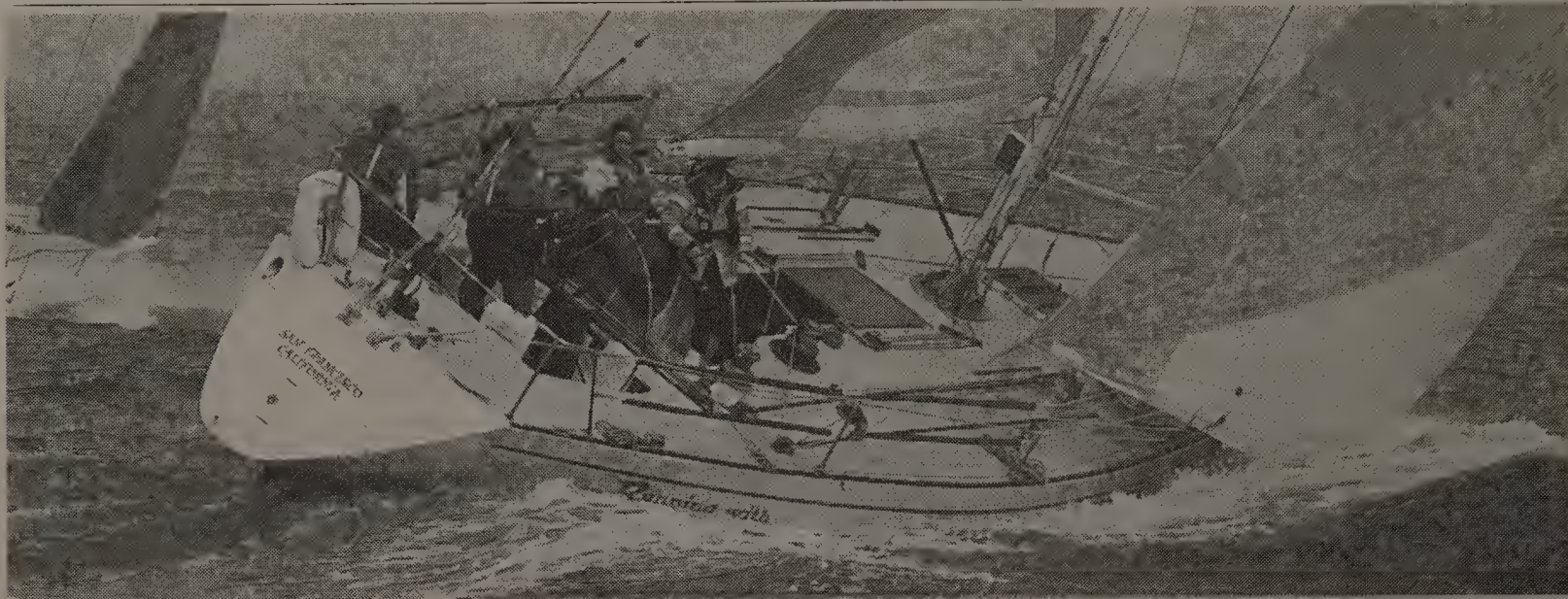


CYC action — 1) A squadron of J/105s in close formation heads upwind down the Bay (winter racing is so weird!). 2) The Cai 20 'Chica' on her way to a division win on Saturday. 3) 'Andiamo' had their own mime troupe aboard. 4) 'Eclipse' curtsied to the crowd at her start, then recovered to win the weekend in the Express 37 class. 5) 'Shenanigans' leads a PHRF charge across the Bay. 6) Oops. 7) Division I big boats head into the mist. All photos latitude/jr.





CORINTHIAN MIDWINTERS '05



little disorienting to your faithful photographers. Obviously the same wasn't true for most of the sailors. Almost all the top boats in each division for the weekend took first or second both Saturday and Sunday, and many divisions ended the weekend with ties for the top spot. Non-Spinny Division IV actually had a four-way tie!

Only one boat, Mark Varnes' J/120 *Valkyrie*, won both days.

"We really followed the shifts, paid close attention to the tides and what was going on around us, and tried not to make too many errors," said Varnes, who uses midwinter races to break in new crew. "When conditions are flukey, mistakes can be exponential in the winter."

With the race committee not trusting the wind would hold on Saturday, courses varied from 5 to 10 miles, which put almost everyone back at the club by 2 p.m. That was okay, though. It was good to raft up, thaw out, chow down and dance to the hard-driving rock and roll of Girl's Night Out. Per tradition, many post-party revelers reconvened at Sam's and kept going well into the night.

Sunday's winds were pretty much a copy of Saturday, minus the haze. Under brilliant sunlit skies, the now-trusting RC gave everyone longer courses — twice around the main Bay for the big boats, an Angel Island tour for the middle classes and a romp down the Cityfront for the little guys. With the exception of a mill pond near Pier 39 and a black hole at the east end of Raccoon Strait, the breeze was steady the whole day.

Keys this year were supplied by the Grand Prix Sailing Academy and Ted Koppel Realtors (courtesy of *Roeboat* owner Rod Decker). Gary Gebhardt of the IOR warhorse *Infinity* made sure the club

Chris Schaefer's 'Running With Scissors' was part of the six-boat IOR Warhorse Division.

bar was well stocked with Spinnaker wines — which feature Jim DeWitt sailboat paintings on the label.

The CYC Midwinter Series reconvenes the weekend of February 19-20. An even bigger fleet is expected (137 boats have signed up already), and the club plans some special 'President's Weekend' trophies, so even boats that didn't enter the first half (or wish they'd done better in the first half) are still in contention for awards.

"We are even arranging to have similar weather as the first weekend: a mid-dling breeze over flat water under crystal-clear skies," promises race chairman Michael Moradzadeh. "That's winter sailing at its best — come join us!"

— latitude/jr

SPIN I (PHRF < 61) — 1) *Morpheus*, Schumacher 50, Jim Gregory (Sat: 1; Sun 2), 3; 2) *Great Sensation*, 1D 35, Rodney Hagebols, (5,1); 6; 3) *Astra*, Farr 40, Mary Coleman, (3,4), 7; 4) *Flash*, Andrews TP 52, Mark Jones, (2,7), 9; 5) *Double Trouble*, Sydney 38, Andy Costello, (6,5,3), 9.5. (14 boats)

SPIN II (PHRF 62-114) — 1) *Yucca*, 8-Meter, Hank Easom, (Sat: 1, Sun: 3), 4; 2) *Faster Horses*, J/100, Doug Holm, (2,2), 4; 3) *Mintaka 4*, Farr 38, Gerry Brown, (4,4), 8; 4) *Petard*, Farr 36, Buck/Newell, (8,1), 9; 5) *Navigator*, Soverel 33, Bill and Dick Melbostad, (3,9), 12; 6) *Flexi Flyer*, Soverel 33, Mitch Wells, (10,6), 16. (19 boats)

SPIN III (PHRF 115-141) — 1) *Silkye*, WylieCat 30, John Skinner, (Sat: 2, Sun: 1), 3; 2) *Harp*, Catalina 38, Mike Mannix, (1,4), 5; 3) *Shenanigans Express*, Express 27, Bill Moore, (6,2), 8. (9 boats)

SPIN IV (PHRF >142) — 1) *306LP*, IOD, John Davies, (Sat: 1.5, Sun: 3), 4.5; 2) *E-9*, Moore 24, Lesa Kinney, (4,1), 5; 3) *Hamburger Haus*, Olson

25, Jens Jensen, (1.5,6), 7.5; 4) *Youngster*, IOD, Ron Young, (5,4), 9; 5) *Baleineau*, Olson 25, Charlie Brochard, (3,10), 13. (17 boats)

IOR WARHORSE — 1) *Aleta*, Peterson 46, Keith Brown, (Sat: 2, Sun: 1), 3; 2) *Great Fun*, Davidson 50, Stan Glaros, (1,3), 4; 3) *Samiko*, Serendipity 43, Bailey/Salyer, (4,2), 6. (6 boats)

SF 30 — 1) *Jeanette*, Tartan Ten, Henry King, (Sat: 2, Sun: 1), 3; 2) *Jane Doe*, Olson 911S, Robert Ismirian, (1,2), 3; 3) *Enigma*, Schumacher 30, George Ellison, (3,3), 6. (6 boats)

EXPRESS 37 — 1) *Eclipse*, Mark Dowdy (Sat: 1, Sun: 2), 3; 2) *Golden Moon*, Kame Richards, (3,1), 4; 3) *Spindrift V*, Larry & Lynn Wright, (4,3), 7. (6 boats)

J/105 — 1) *Aquavit*, Russell/Steiner, (Sat: 2, Sun: 1), 3; 2) *Brick House*, Kristen Lane, (3,7), 10; 3) *Whisper*, Kim Eden, (6,6), 12; 4) *J-Tripper*, Mario Wiltman, (9,4), 13; 5) *Orion*, Gary Kneeland, (5,8), 13; 6) *Joyride*, Bill Hoehler, (4,9), 13. (18 boats)

J/120 — 1) *Valkyrie*, Mark Varnes, (Sat: 1, Sun: 1), 2; 2) *OuiB5*, John Sylvia (3,2), 5; *Mr. Magoo*, Steve Madeira (2,3), 5. (5 boats)

NON-SPIN I (PHRF <136) — 1) *Basic Instinct*, Elliott 10.5, Jan Borjeson, (Sat: 2, Sun: 1), 3; 2) *Q*, Schumacher 40, Glenn Isaacson, (1,2), 3; 3) *Sa-lient*, Cal 39, Mark Pearce, (3,4), 7; 4) *QE3*, Tartan Ten, Tom Perot, (4,5), 9; 5) *Ganesha*, Saber 36, Tom Bauch, (7,8), 15. (13 boats)

NON-SPIN II (137-147) — 1) *Smogen III*, Custom 36, Julie LeVicki, (Sat: 2, Sun: 1), 3; 2) *Silver Cloud*, Islander 36, Hodgson/Melin, (1,2), 3; 3) *Shearwater*, C&C 36, Jennifer Lacy, (4,3), 7; 4) *Mustang*, Islander 36, Joseph Krensavage, (3,4), 7. (9 boats)

NON-SPIN III (148-200) — 1) *Roeboat*, Catalina 30, Rod Decker, (Sat: 2, Sun: 1), 3; 2) *Ka-Nina*, Catalina 34, Gary Stypulkoski, (1,2), 3; 3) *Tahiti*, Catalina 30, Alan Smith, (3,3), 6. (6 boats)

NON-SPIN IV (PHRF >201) — 1) *Tension II*, John Nooteboom, (Sat: 4, Sun: 1), 5; 2) *Chica*, Cal 20, Ted Goldbeck, (1,4), 5; 3) *Raccoon*, Cal 20, David Crowe, (2,3), 5. (7 boats)

AOTE TEAM TROPHY (awarded to the top three-boat teams from individual yacht clubs) — 1) 'TBN', SFYC (Yucca, Q, Youngster), 5.41 points; 2) 'Team CYC', CYC (Smogen III, Basic Instinct, Chica), 5.35; 3) 'Wayward Sons', SFYC (Aquavit, Eclipse, Navigator), 5.25. (10 teams)

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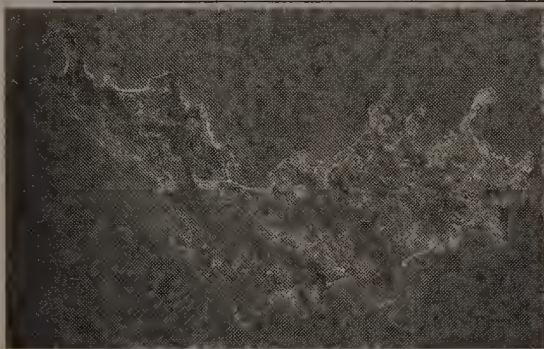
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A MEGA-TIME NEW YEAR

Forty thousand. That, according to Glenn Jean-Joseph, manager of Martinique's port of Le Marin, is the number of yachts in the Eastern Caribbean — which we take to mean the approximately 1,000-mile crescent of islands from eastern Puerto Rico to



Although St. Barth — which is just 16 miles from St. Martin — attracts many megayachts, it's only five miles by two miles.

Trinidad. Among the 40,000 are a large number of the world's biggest yachts. The enormous number of boats of all sizes, combined with tropical weather, reliable trades, and clear, warm water is what makes 'the Caribbean' the sailing center of the universe during the winter. Which is, of course, why we're obligated to go there for the start of each new year.

What's curious is that although there are 35 or so significant islands in the Eastern Caribbean, each year a greatly disproportionate number of megayachts descend on St. Barth in the French West Indies. This even though the little island is no more than five times the size of Angel Island, and its port isn't any bigger than San Francisco's South Beach Harbor. To give you an idea of how favored St. Barth was again this year, consider how well just Northern California was represented:

Athena, the three-masted 295-footer just launched by Jim 'Netscape' Clark.

Not all billionaires need a megayacht. George Soros had the 65-ft schooner 'Juno' built by traditional methods in Martha's Vineyard.



ALL PHOTOS BY LATITUDE/RICHARD

The modern clippership is the largest privately-owned sailing yacht in the world.

Hyperion, the 156-ft Frers-designed sloop that is Clark's older 'small boat'.

Visione, the year-old, 147-ft R/P design owned by sometime Northern Californian resident Hasso 'SAP' Plattner.

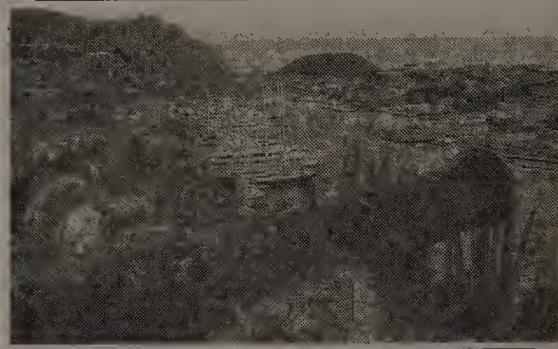
Andromeda, the 156-ft, 450-ton Perini Navi ketch that we were told was owned until about nine months ago by Thomas 'Technology and Venture Capital' Perkins. Right now Perini Navi is working on Perkins' next boat, *Maltese Falcon*, which will be nearly 140 feet longer than *Andromeda*. By most commonly-accepted standards of measurement — waterline length and displacement — she will eclipse Clark's *Athena* to become the largest privately-owned sailing yacht in the world.

Although Larry 'Oracle' Ellison didn't bring any of his sailing fleet to St. Barth, he nonetheless made his presence felt with his just-launched motoryacht *Rising Sun*, which at 452-ft is the largest privately-owned motoryacht in the world. We're sure it wasn't lost on Ellison that he was anchored no more than 100 yards from *Octopus*, the largest of Paul 'Microsoft' Allen's three mega motoryachts. At 'just' 414 feet, *Octopus* is now the second largest motoryacht in the world. You don't have to read the *Wall Street Journal* to know that Ellison is a bitter business rival of both Allen and Plattner. For good measure, Ellison's other motoryacht, the stealth-shaped 192-ft *Ronin*, which has often been berthed at Schoonmaker Yacht Harbor in Sausalito, was also on hand.

When it came to motoryachts in St. Barth over New Years, you pretty much had to have at least a 200-footer in order not to embarrass yourself. Others who didn't have to walk around in shame were 37-year-old Russian oil billionaire Roman Abramovich, who brought his three-year-old 370-ft *Grand Bleu*, the seventh-largest motoryacht in the world, and which carries a Dubois 72-ft sloop as deck cargo. And Peter 'Progressive Insurance' Lewis, with his 255-ft converted oceangoing tug *Lone Ranger*, which carries a trimaran and seaplane. Perhaps the best looking of all the mega motoryachts was Leslie Wexner's 315-ft *Limitless*. The guy knows something about appearances, as he makes a lot of his money by owning Victoria's Secret.

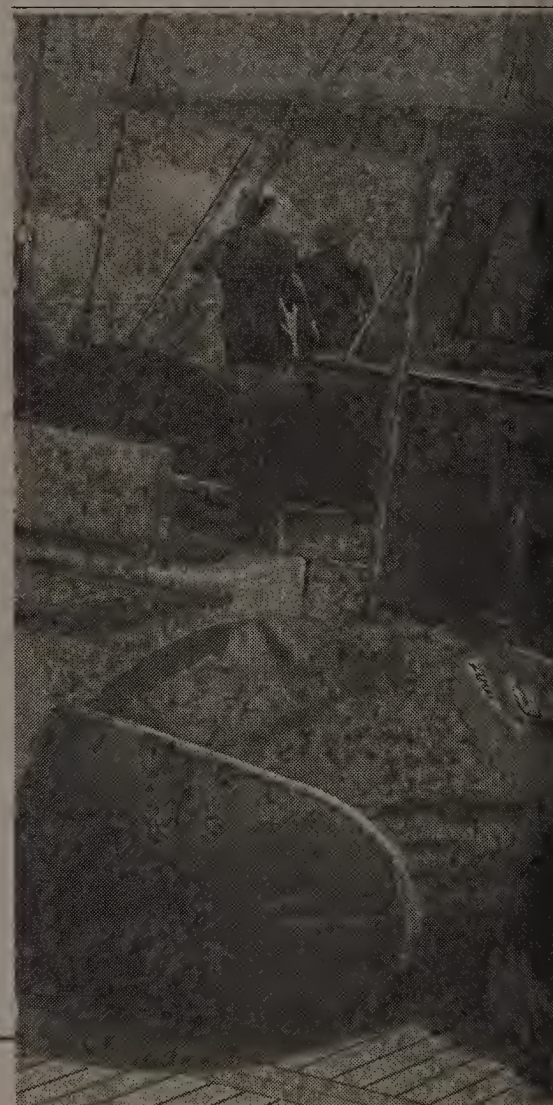
We haven't a clue how billionaires pass their time on mega motoryachts,

but we do know that a lot of folks with the bigger sailing yachts had a focus — the 10th running of the 22-mile Around-The-Island Race/Parade on New Year's Eve. This year's fleet of 36 boats was the



The port of Gustavia, the island's only town, is also quite small. You see 80% of it in this photograph. None of the really big boats can fit.

biggest ever in both the number of entries and size of boats. The 12 boats in Class C averaged 33 feet; the 14 boats in Class B averaged 75 feet; and the nine boats in Class A averaged a rather impressive 135 feet. For big boat fans, it was disappointing that two of the other big sailboats in the anchorage — the 155-ft ketch *Rebecca*, and the new 172-ft



IN ST. BARTH, FRENCH WEST INDIES

sloop *Tiara* — the first sailboat to be able to accommodate a helicopter on her aft deck — didn't enter.

If you've got decent sailing experience, it's not that hard to get aboard one of the big boats for the race/parade. All you have to do is show up at the skipper's meeting — free champagne! — at the Bête A Z'Ail Bar the evening before and let folks know that you know your way around a boat. That's what we did, and we ended up on the 150-ft Dubois-designed *Timoneer*, an enormous pilot-house yacht in flawless condition. We were a little surprised when we met the owners, who turned out to be a very sweet 85-year-old couple from New York. It turns out they sail on the boat all over the world — although they do leave the running of the vessel to an eight-person crew. Later we were even more surprised to learn that the couple — who as you might expect are a little frail — keep a water-ballasted 80-footer in the Northeast that they sail three days a week during the summer!

The view from the aft deck of spacious 'Timoneer'. She's very comfortable — but surprised us with her speed and pointing ability.

What always surprises us about the best of these megayachts is how beautifully they work. The luff on *Timoneer's* mainsail is about 145 feet, but the sail rolled out of the boom beautifully, and the shape was excellent. Forget the winch handles, as all sail functions save the mizzen staysail halyard are hydraulically powered, being controlled by crewmen pushing buttons on handsets. Beating into a steady 20 knots of wind with seven foot swells, *Timoneer* pointed well and her speed appeared to be stuck on 11 knots. It didn't matter if the boat was in a flat spot or her bow was smashing into the sea, her 310-ton displacement kept her right at 11 knots. It helped that she was being driven by Phil Wade, a very talented helmsman with a light and smooth touch. Despite sailing upwind into the trades, the 'ride' was nothing short of luxurious.

As stately as *Timoneer* is and was

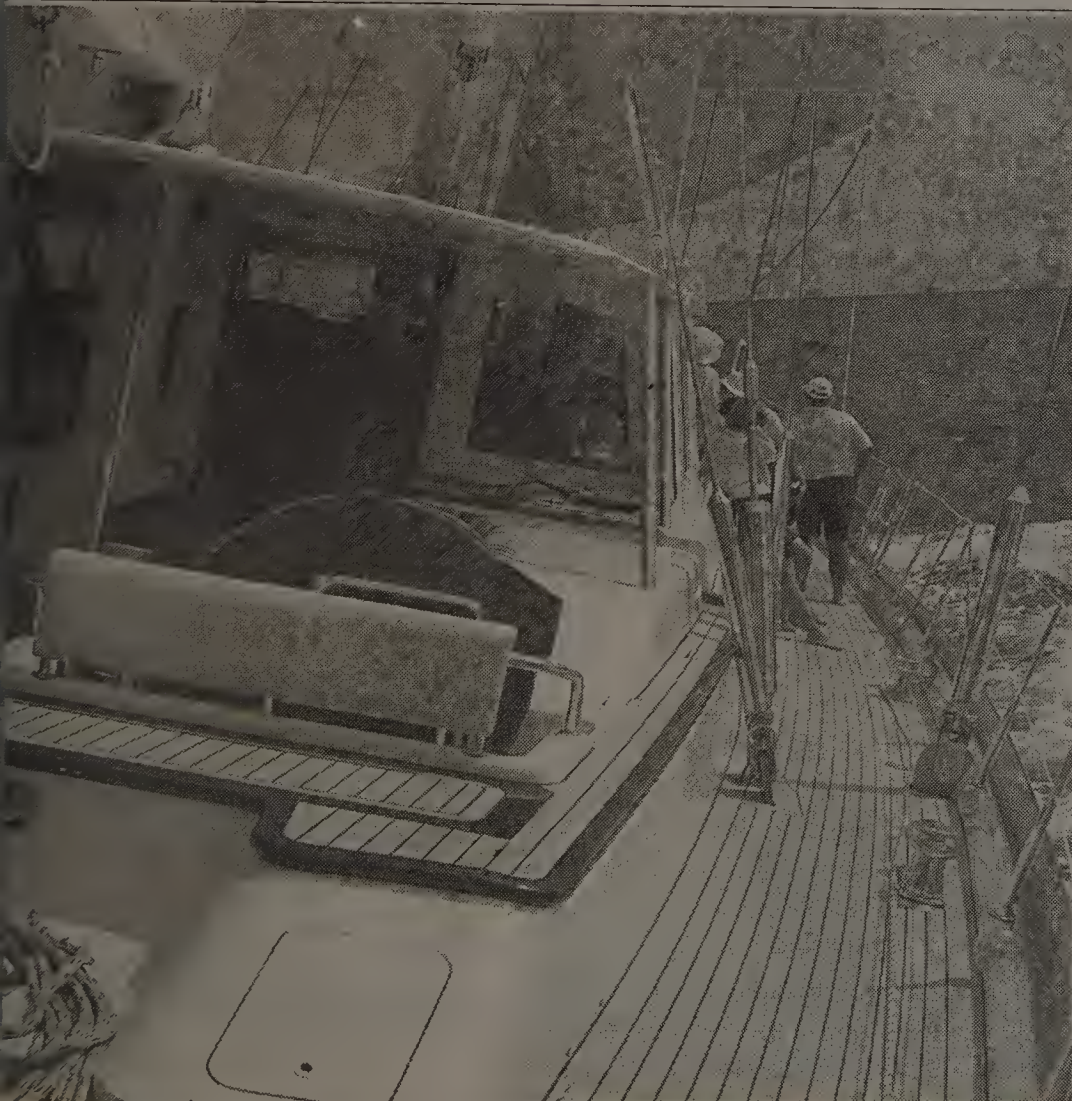


Clark's 'little' boat, the Frers 156 'Hyperion', was big enough. And swift, too, taking corrected-time honors in the Around-The-Island Race.

sailed, she missed the course record — set in 2000 by Craig McCaw's Seattle-based 118-ft 'daysailer' *Extra Beat* — by just 2.5 minutes. But with this year's fleet it wouldn't have mattered, for Plattner's needle-like *Visione* — surely the world's fastest cruising boat — knocked a hefty 28 minutes off the previous 2 hour, 1 minute record. And they didn't even use a chute. Clark's *Hyperion* was 18 minutes slower, but nonetheless walked away with corrected-time honors.

Since the race has a rabbit start, with the fastest boats starting last, we got to watch *Hyperion* overtake us on the first windward leg. What a sight she was, effortlessly lopping to weather without any pitching in the seven-foot seas. *Hyperion* tacked first, and looked sensational — see this month's cover — taking *Timoneer's* transom.

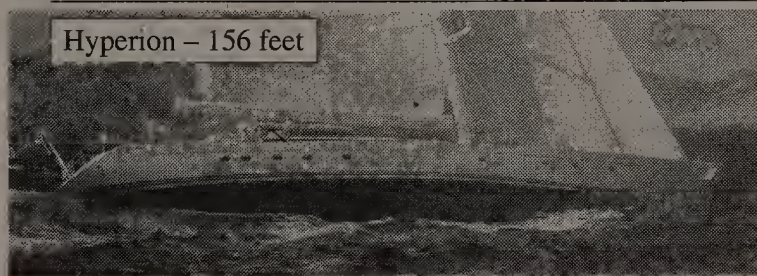
The owners of these megayachts are used to winning in virtually all aspects of their lives, so no matter the mega size of the boats and the 'nothing serious' nature of the event, competitive juices still flowed. The leeward mark on the course was rocky Ile Fourchue, and it was not obvious how close these very deep draft boats could come without hitting bottom. Wade, at the helm of the 150-ft *Timoneer*, started to round at a moderately conservative distance, with the 75-ft classic wood ketch *Sumurun* just ahead and inside. The helmsman of the 135-ft *Victoria of Strathern* tried to cut inside both boats, and seconds later, the hard-charging Plattner — who also aggressively drives his MaxZ86 and Farr 40 — brought *Visione* inside of all three boats. This was cool with our driver and the skipper on *Sumurun*, but the helmsman on *Victoria* took umbrage to the notion that another skipper would try to pass him to weather. He started to bring *Visione* up — which meant Plattner would



A MEGA-TIME NEW YEAR

have nowhere to go but on the rocks — and there was some shouting. Fortunately, the furious skipper of *Victoria* backed off.

What's it like to race on a megayacht? It's fun for lots of reasons. For starters, the boats are so huge, and the opportunities to sail on one are rare. On the other hand, the very size, the fact that everything is hydraulic, and the distance between you and the water sort of isolates you from the sailing experience. Once a year on a megayacht is about right for us. The rest of the time we prefer the greater excitement and more intimate experience of sailing on smaller boats.



Hyperion — 156 feet



Athena — 295 feet



Visione — 147 feet



Andromeda — 156 feet



Rising Sun — 452 feet

While megayachts naturally get all the attention, St. Barth also attracts a lot of regular cruising boats and charter boats. Over the New Years holiday, for example, we bumped into Chris Havel of the Oakland-based Stevens 47 *Providence*. He was there with his wife and two kids, who started their cruise on the East Coast last summer — see the article elsewhere in this issue — as well as his parents. We also bumped into John and Cynthia Tindle of the Hermosa Beach-based Jeanneau 45 *Utopia*. The couple had spent three years cruising in Mexico, and have now spent the last three years cruising the Caribbean with their new boat.

We were also hailed by Tom Conerly of Santa Cruz, who after 25 years of racing little Moore 24s, had gone partners on the Venezia 42 catamaran *HaPai*. We toured the cat at the quay, and listened as Conerly continued to marvel at what a great platform she makes for cruising. In the same spot a few days later, we crossed paths with former Bay Area resident Richard Stone, who was cruising the Caribbean for the third year with his sweetheart Kareena Hamilton on his Malö 41 *La Puerta*. Having been up and down the Caribbean numerous times, St. Barth remains at the top of their favorites list.

A couple of days with the flu and some atypically gloomy weather meant we missed some other West Coast folks. Among them was Southern California naval archi-

tect Alan Andrews, who was on charter aboard the Swan 56 *Amerigo* with his



Northern California was represented by smaller boats in St. Barth, too, such as Tom Conerly's Santa Cruz-based Venezia 42 cat 'HaPai'.

wife and father-in-law. They spent a few days in St. Barth, and then continued on to St. Kitts and Nevis for a very different island experience. With our Aussie friend Murray the skipper, we're certain they were shown a great time.

There are lots of great islands in the Caribbean with terrific people and attractions, so what attracts so many mega — and smaller — yachts to St. Barth? We think it's because St. Barth is, by a considerable margin, the safest, cleanest, and most elegant island in the Caribbean. Unlike many of the other islands, for example, there is no possibility that someone would pull a weapon or throw a punch on St. Barth. Men, women, children — everyone can go wherever they want, whenever they want, without any concern for their personal safety. The island is also tidy, as the locals take pride in their homes, no matter how modest they might be. On other islands you tend to see trash along the roads and many unkept houses and yards. We don't know how it happened, but overall St. Barth has a simple elegance not found elsewhere. Although enormous

IN ST. BARTH, FRENCH WEST INDIES

sums have been spent on some of the villas and hotels, they are understated rather than ostentatious.

The bane of many Caribbean islands, of course, is that a very small minority of the population chooses to be surly toward visitors, sometimes with racial or economic overtones. You don't get that on St. Barth. The worst is that a few of the French shopkeepers might be curt or arrogant. Ironically, most Bartians love Americans and aren't all that crazy about the French.

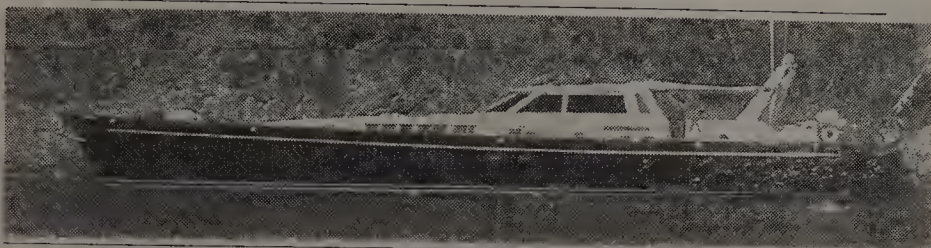
How is it that St. Barth turned out to be different than the other islands? We suspect the people and circumstances are probably the two biggest factors. The island is hilly and doesn't get much rain, so it was never suitable for growing sugarcane. As such, 80% of the population have roots in Brittany and Normandy, where people are known for being proud and independent. And most of them got their own little chunk of land as opposed to being landless slaves.

An island without any natural resources, St. Barth was in poor economic

shape in the 1920s as modern shipping routes by-

passed her. In fact, the islanders were so impoverished that some of them moved to St. Thomas or Guadeloupe to take jobs as servants to survive. As you might imagine, those who stayed behind learned to live very simple and self-reliant lives. Although soaring land values have meant that everybody on the island who owns land has a considerable net worth, you wouldn't know it. They all still lead simple lives and seem quite content to do so. Many of the older residents rarely leave their districts, and some live life as though it were 1905 rather than 2005. Although it's no more than 20 minutes from one end of the island to the other, one elderly woman told us that she and many of her friends hadn't been to 'town' in over 50 years. They think it's

About to be bumper boats? The helmsman on the dark-hulled 'Victoria' didn't want to let Hasso Plattner's 'Visione' take them to weather.

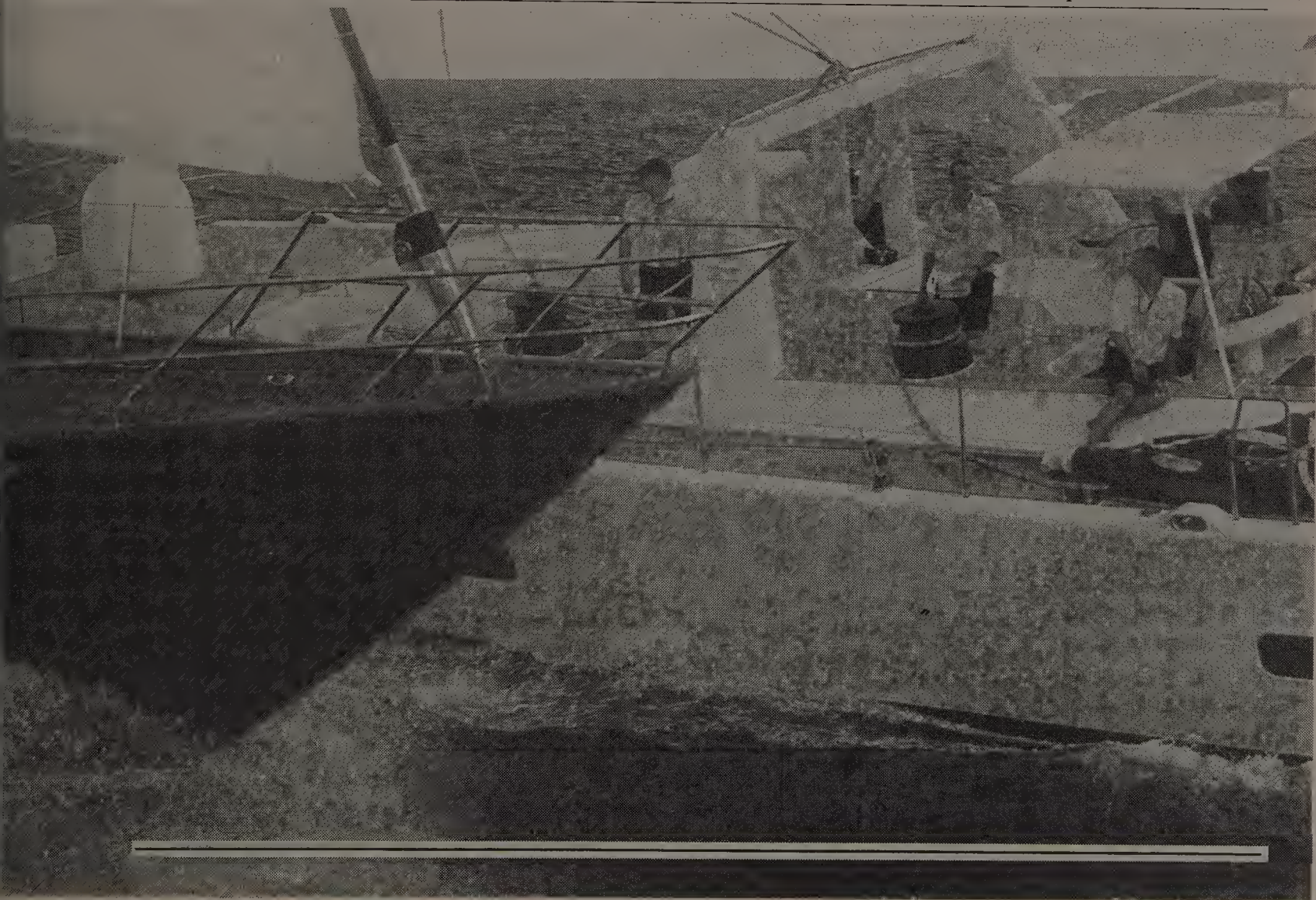


Not all big sailing yachts make it to St. Barth with their rigs intact. The lovely 'Snow Goose' lost hers coming down from the Northeast.

"too far".

The thing that began to change the island's fortune was when a French artist from Tahiti managed to land his plane on the island. Before long a few adventurous tourists, as well as the likes of David Rockefeller, began to show up and even buy land. The most dramatic change took place in the mid-'70s, when St. Barth found that it had become the hip place for pot smugglers, rock 'n rollers, models, and artsy-fartsy types.

Much to the chagrin of Jimmy Buffett, who spent a lot of time on the island in the last days of "old St. Barts", many of today's foreign villa owners and visitors have more money than style or passion for life. Buffett moans that St. Barth has become the "St. Tropez of the Caribbean".



A MEGA-TIME NEW YEAR

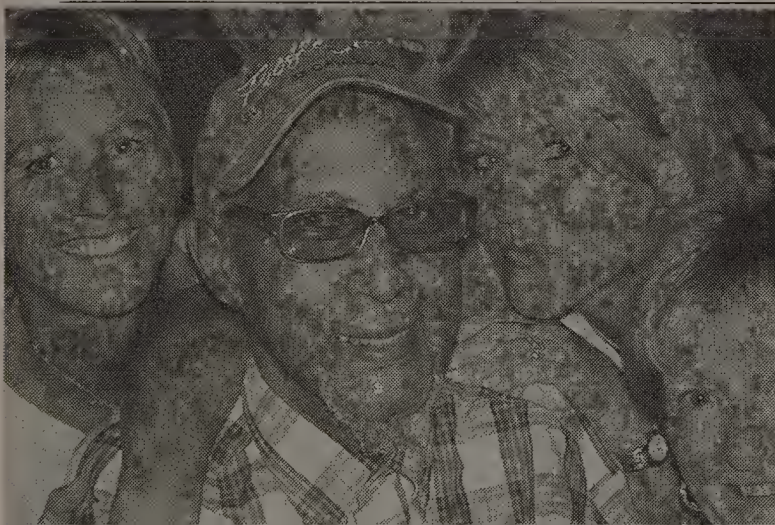


South Africans Melissa, an architect, and Andy, the former captain of 'Snow Goose', are the kind of people who've always made St. Barth such a great place for us. They've already done a circumnavigation with their Beneteau 51 'Sangoma', and are about to start on a second.

To a certain extent, he's correct. Gustavia is dotted with luxury designer boutiques, very high-end jewelry stores, very expensive restaurants, and boats tied up to the Charles-de Gaulle Quay charter for hundreds of thousands a week. With the smugglers all having retired or gone to jail for good, the rock 'n rollers grown old, and the artists having been priced out, in some senses the island isn't quite the magic place it once was.

On the other hand, we've been visiting St. Barth frequently since the mid-'80s, when we stumbled across it on our way to buying a ketch that happened to be tied up to a restaurant in the harbor. Given our primary personal interests, St.

Although Marius Stackleborough is 81, he's still sharp, he's still a big hit with the ladies, and he can still down four potent 'Ti Punches' in a sitting. He opened Le Select / Cheeseburgers in Paradise way back in 1949 when St. Barth was a very, very quiet place. A lady from a cruise ship stole his 'Profligate' hat, so we were honored to provide him with a replacement.



Barth remains as good as it's ever been. We like to sail, and the conditions are as ideal as anywhere in the Caribbean. We love just hanging out on the hook in places like the Gustavia anchorage or Grand Saline Beach, where the water is the bluest blue we've ever seen and the turtles are thriving. We love to snorkel, and it's but a short swim from a boat anchored off Gustavia to Gros Ilets, and a short

dinghy ride to Pain du Sucre, both of which offer fine snorkeling and diving. We enjoy strolling the fine sand beaches and watching the waves break, and Baie St. Jean is just one of several perfect places for doing it on the island. We love to boogie-board, and either the north or south shores of the island always have some waves we find to our liking. And between sets, we're always enthralled with the spectacular scenery — and we're not just talking about the bouncing breasts of the topless French girls frolicking in the surf.

But what we like most about St. Barth is that it's a great sailors' port — and in fact is probably more interesting now than it's ever been. This is particularly true at the end of December, when the boats return from the Northeast or the Med, and the young crews pour off with nine months of stories from other parts of the sailing world. It's impossible to miss these crews in St. Barth, because the default place for an early evening drink is 81-year-old Marius Stackleborough's ever-popular Le Select. Not only is it the one inexpensive place to drink on the island, but Le Select also occupies a Times Square-like location just a winch handle's throw from the quay and dinghy dock. Everybody meets everybody there, and because the port is so compact, you thereafter repeatedly bump into new and old friends.

The first old friend we met this year was Andrew of *Corcovado*. "Hey, good to see you! This is Mary, we just had a great trip across the Atlantic on a Swan 82."

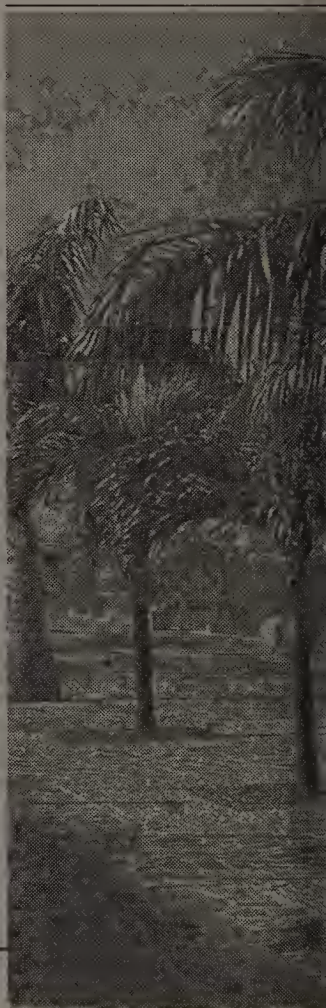
A day later we saw Mary hanging around

with Mike, another new friend. "We were invited on *Athena* last night, and she's got a crow's nest that two people can ride 120 feet to the top of the mast. When we got to the top, we bumped a button and the thing stuck there. For 40 minutes we yelled for help, but the wind was blowing too hard and we were too high up for anyone to hear us. Finally, we figured it out."

And there was Miguel, who boat-sat *Profligate* on the island for a few weeks last winter. "I sailed up to the Northeast on the 135-ft *Sayriah* at the end of last season, and we had her doing 20 knots while sailing wing-on-wing. I was below having a bite at the crew mess up forward when wham!, one end of the 35-ft long carbon spinnaker pole crashed threw the hatch. It came within three feet of spearing me!"

It was good to see Andy Key, our best Chinese friend from South Africa, who had been the skipper of the 115-ft sloop *Snow Goose*. "I'd resigned, so the passage down from Newport was to be my last trip on *Goose*. We were just 570 miles away from St. Barth one morning when, in just 15 knots of wind, a corroded lower shroud stemball failed and the mast folded over. I had to cut the forestay and backstay with an angle grinder, which took about three minutes each, but we had to leave the folded over mast in place until we got to St. Martin."

We heard another great story from a captain who took a big boat to the Northeast with one of our jib trimmers from last year's Heineken Regatta as deckhand. When they got there, the owner had the skipper and deckhand over to his big house, and told the skipper to have the deckhand back a car out of his five-car garage and wash it. With the skipper back upstairs with the owner, the next thing they heard



IN ST. BARTH, FRENCH WEST INDIES

was the extended screech of burning rubber, followed by the sound of the car slamming through the back wall of the garage and into the home's boiler room. "That guy is on drugs, fire him!" yelled the owner. He wasn't on drugs, but rather had been raised on a boat and had only been behind the wheel of a car once before. The captain refused to fire him because he'd been hired as a deckhand, not to drive and wash cars. The owner relented. Several months later, however, the captain did fire the deckhand — but it was because he was a couple of days late returning from a vacation.

We suppose it's because megayacht owners can so easily afford such misadventures and buffoonery that makes such things more humorous when they happen on big boats. One of the funniest stories going around Le Select over the holidays was about the deckhand from a big powerboat who had been instructed to take the 25-ft dinghy 16 miles over to clearly-visible St. Martin to pick up some supplies. The way the story goes, the deckhand wasn't familiar with the area, so when he arrived at the island, it turned out to be the 25-mile distant Statia, some 90 degrees off the course to

Bartians take a lot of pride in their island, as evidenced by the stone work on the quay on the museum side of the harbor.

St. Martin. Some say he was jailed for arriving without a passport, but we kind of doubt that.

Of course, none of these stories are anywhere near as funny as when they were being told firsthand, and when everybody had had a few drinks. But for us, listening to such tales is one of the pleasures of the island.

And with St. Barth's harbor being so compact, we often just see little things that amuse us to no end. For example, we were regularly entertained by watching the folks who had paid small fortunes to charter megapowerboats be trapped inside their boats at the quay by the diesel exhaust from neighboring boats. Trust us, being tied next to a megayacht with jet-drives is no less smoky than being in the middle of a forest fire.

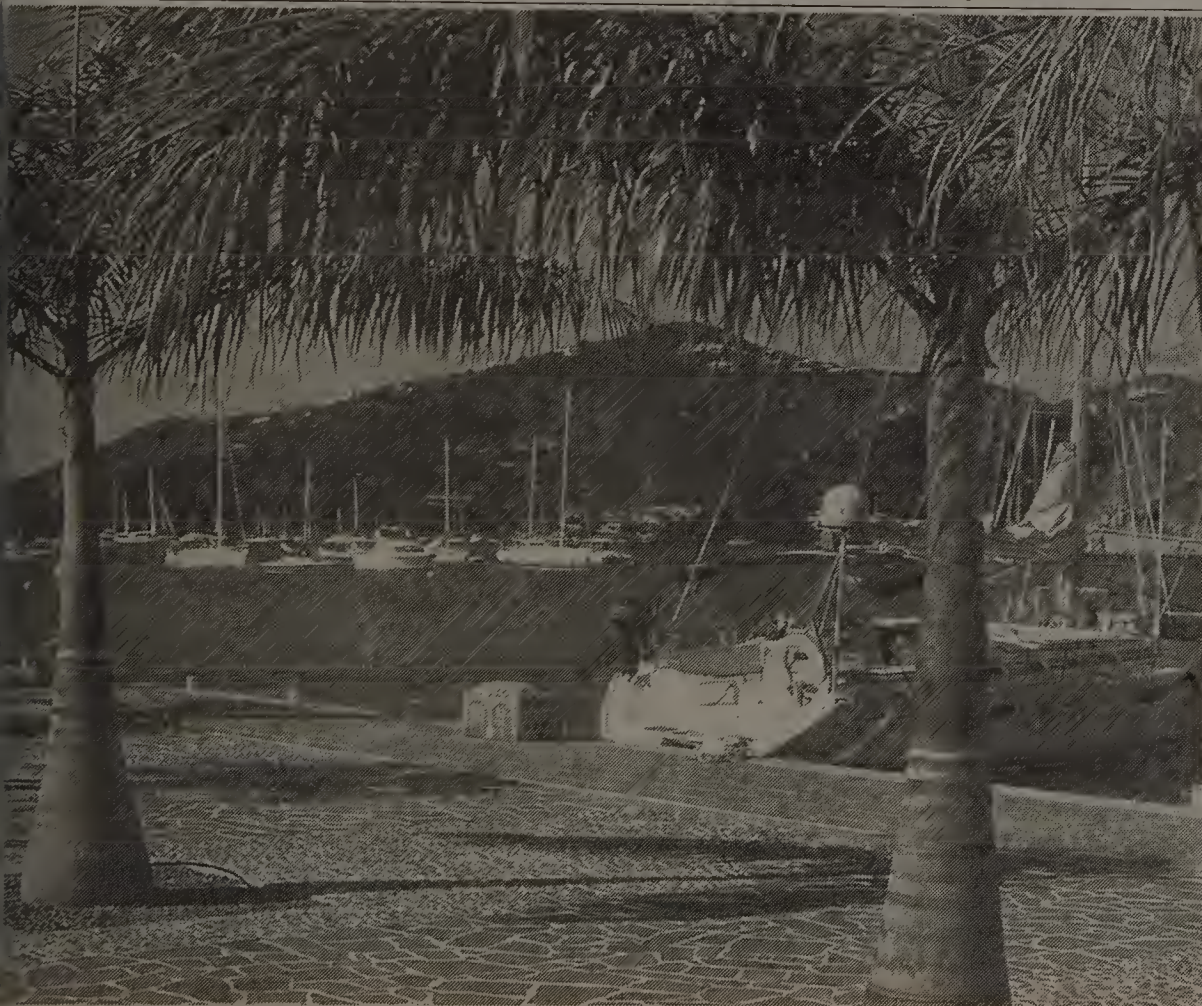
One of our most enjoyable moments this year was sitting on the dinghy dock, watching a 90-ft euro-style fast



Our favorite meal on the island? Beef tartare Italian-style at Le Picane. Doña prefers the chicken Caesar — and a smooch from Manu.

motoryacht take a mooring, and wondering at how the owner's mind worked. You see, the boat was probably worth \$4 million, and it was named *Che Guevara*. Who in the world, we wondered, could not see the blatant contradiction of an obviously wealthy man naming his boat after a revolutionary who dedicated his life to what he thought was helping the poor? We later learned that the owner or charterer was one of the sons of Libyan strongman — and new friend of the United States — Col. Moammar Kadafi.

Was St. Barth expensive this year? It's never inexpensive, but with the euro having jumped 30% against the dollar in the last 12 months, the prices were way up there. They didn't just punish Americans with weak dollars, however, as restaurants were finding it more difficult to sell \$12 cheeseburgers and shops weren't moving many \$51 St. Barth T-shirts. Fortunately, if you visit St. Barth on your own cruising boat or on a charter boat, you can drink at reasonable prices at Le Select, and eat aboard at semi-reasonable prices if you shop judiciously. Chicken, for example, is surprisingly expensive, while the pork is delicious and cheap. How does the average French worker get by? They live on coffee, \$1.50; cigarettes, \$3/pack; baguettes, \$1.50; more cigarettes, \$3 pack; late night drinks at the clubs, \$13 each; and



A MEGA-TIME NEW YEAR

more cigarettes, \$3/pack. It's easy to tell the Americans from the French on St. Barth. The Americans are huge. The French are skinny and always have smoke billowing out of them.

Was St. Barth crowded? As usual, it was indeed crowded between Christmas and New Years, when it would cost \$100 a day for the worst rental car — if they only had any left. Nonetheless, the influx of people is a fun part of the buildup to New Year's Eve. Few places are more entertaining than the tiny airport, where little planes struggled — and sometimes failed — to land in crosswinds. But it was buzzing. The nice thing is knowing that starting early on January 1, virtually all the motoryachts and their entourages start a mad exodus. St. Barth quickly becomes quiet again for a couple of weeks until the season picks up late in the month. *Ticonderoga's* Tom Reardon, who knows as much about it as anyone, says the middle of January is the best time of year on St. Barth because the weather is great and it's so quiet.

How did this New Years compare to previous New Years at St. Barth? It was

a great year for really big boats and the Around-The-Island Race. It was a lousy year for the value of the dollar, which may have been responsible for the fact that there weren't as many non-billionaires around and that the New Years crowd on the quay was the smallest in years. Others didn't celebrate so exuberantly out of respect for the victims of the tsunami that had happened a few days before on the other side of the world. It was a very bad year for weather, too. It's not that it rained that much or was that windy, but it was often blustery and almost always overcast. Many on the island said it was the worst New Year's weather they'd seen in many years. On the other hand, it was warm and there were still lots of great people and boats around.

All in all, we'd give this New Years in



One of the best things about the island is that the Hotel de Ville — please don't ask for reservations — is the most ostentatious building.

St. Barth a 5 — after many years of 8s to 10s. Nonetheless, if you want to find the world's greatest yachts — or us for that matter — next New Years, don't bother looking at Bequia, St. Lucia, Anguilla, Barbados, St. Croix, the British Virgins, St. Vincent, Grenada, Dominica, Martinique, Petit St. Vincent, Union or any of those other islands. They're all great, they really are, but we'll be back at St. Barth.

— latitude/richard

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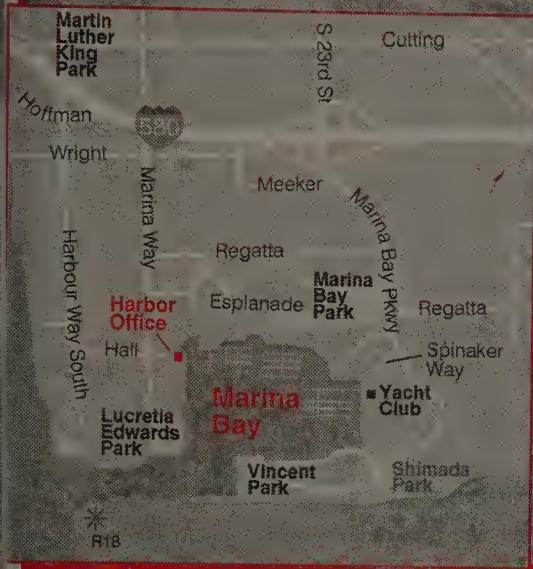


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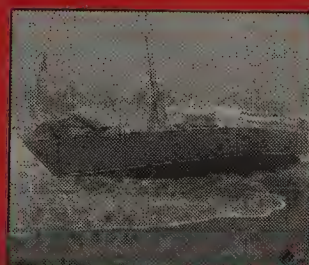


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CANTING KEELS vs. WATER BALLAST

Contributing Editor Max Ebb's December 2004 article entitled *Cant Buy Me Love*, which focused on canting keels and water ballast, drew comments from several quarters. Not surprisingly, the most eloquent input came from San Diego-based designer Matt Brown, a canting keel pioneer. As this subject is apparently of interest to many readers, we've gone public with Matt's comments here, followed by a rebuttal from Max Ebb's cohort Lee Helm.

Dear Max Ebb,

I would like to congratulate you on thinking outside the box with your water ballast pod design. When it comes to revolutionary boat design I must warn you that some people will reject your ideas out of hand due to inexperience, resistance to change and downright ignorance. As co-inventor of the Canting Ballast Twin Foil concept (CBTF) I have experienced this many times. It seems that anyone with a pair of Topsiders considers himself a Naval Architect. After reading your article in *Latitude 38*, I would like to correct some oversights and misconceptions which your article puts forth and also share my thoughts.

Using stored energy in sailing has been practiced since fueled lanterns were used as running lights thousands of years ago. Today we use stored electric energy in many ways to make our sailing more efficient or comfortable, from instruments and GPS to refrigerators and air conditioners. I believe that RRS 51 was designed to prevent the use of stored energy from being used as a means of propulsion. Someone skulling their rudder or pumping their sails with the use of stored energy would gain a significant advantage. You might as well turn your engine on and have a power boat race. Canting keel sailboats don't gain propulsion from moving their keels, it's just an inexpensive way to lose a whole lot of weight and gain a whole lot of fun.

You mentioned a worst-case cant

angle being fully canted. Any ultralight sailboat that has a high center of gravity has a stability point when it has turned turtle. Many boats have gone over and not come back up. A CBTF boat can have one point of stability, sitting upright at about 20° of heel. In this respect I feel a canting keel sailboat would be safer than your water pod boat where it could end up with an efficient outrigger half full of water and half full of air.

Your illustrations of a canting keel sailboat vs. a water pod ballast sailboat were drawn at 0° of heel. This is rarely the case when you are sailing a ballasted boat, and neglects to show any heel effects. One problem with water ballast is its height above the water. As the boat heels, the water ballast contribution to stability actually decreases. At 90° heel the ballast is actually over center, causing the boat to turn over. A canting keel can still have positive stability well beyond 90°. At 25° heel, the water pod and canted keel actually have similar righting efficiency.

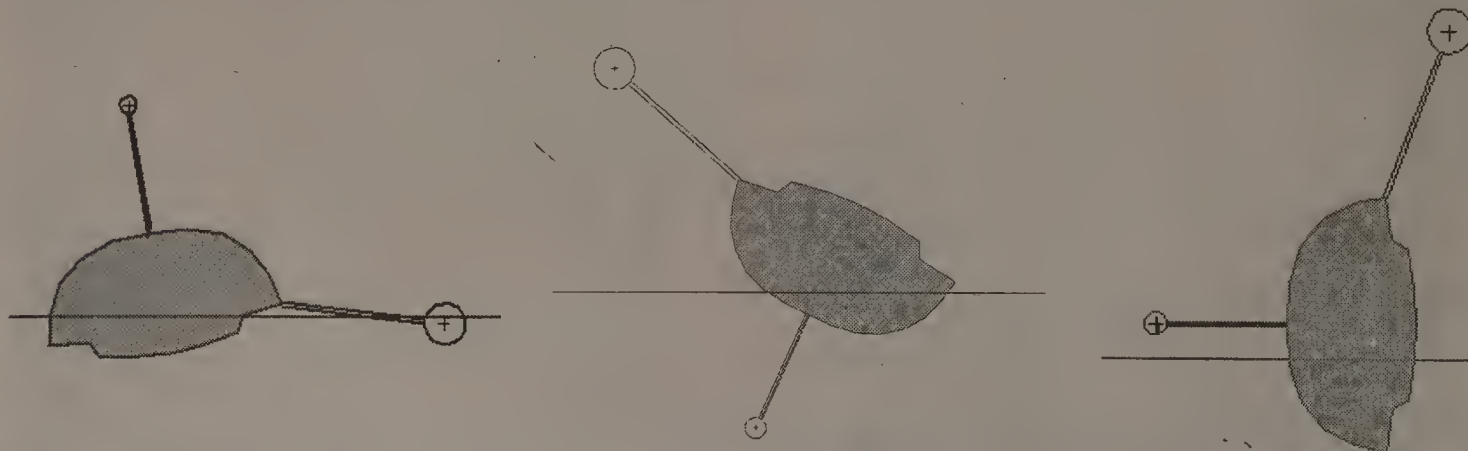
As for a canting keel sailboat having too much draft, that's not a consequence of the canting keel but a desire for maximum performance. All performance racing sailboats desire the maximum draft that is reasonable. A canting keel of comparable draft will always have more righting moment than a conventional keel, and twin foils of comparable draft will also be more efficient. True, a deep forward foil can be a problem, but I design it with triple redundancy for safety. It has



DANIEL FORSTER / ROLEX / DPPI

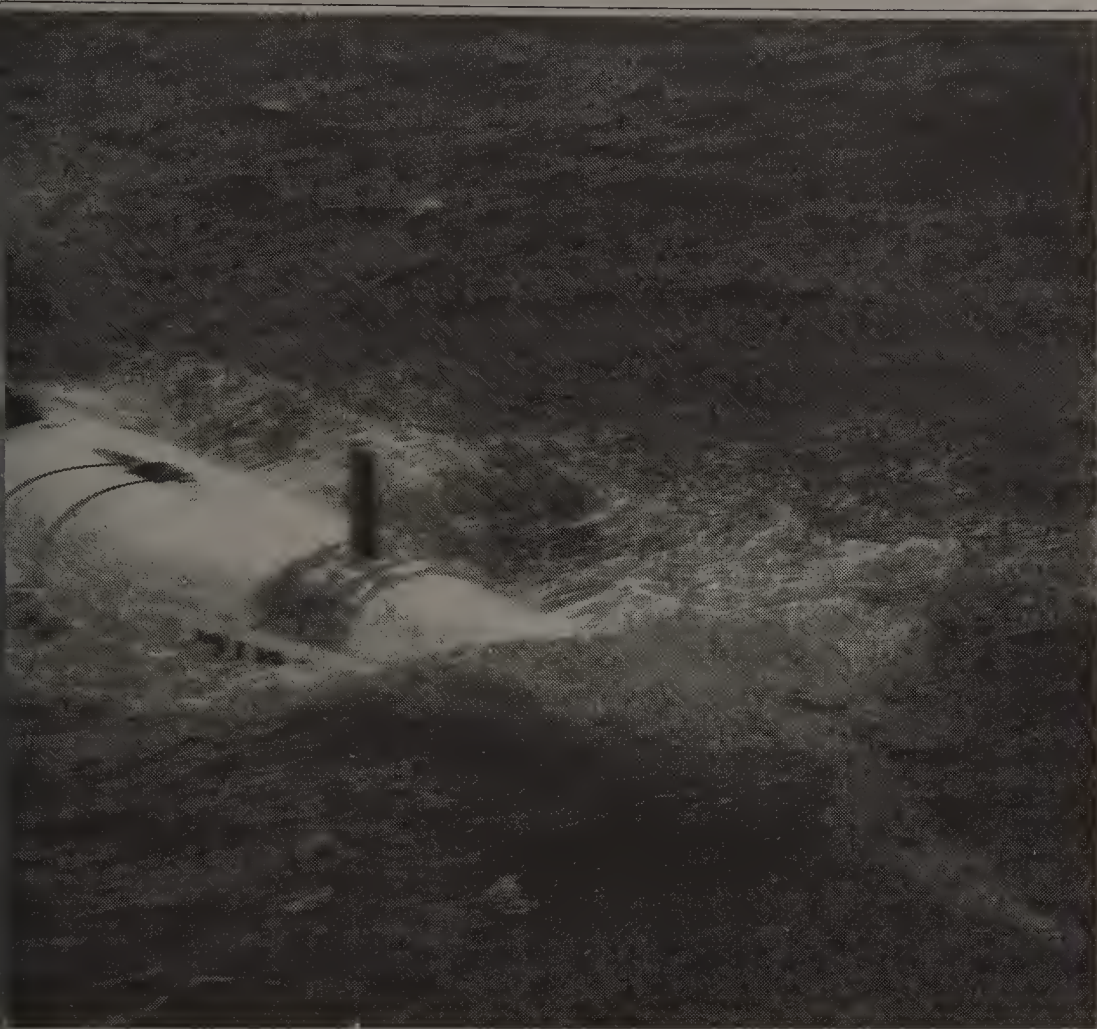
a sacrificial tip section, the foil will bend in a grounding before breaking the hull and it is encased in a crash box to isolate it from the rest of the boat. I also have designed a telescopic keel to reduce the draft of a boat by as much as 5 feet. With the hydraulic system in the boat already, it takes just a couple of valves, hoses and a ram to lift it downwind or in shoal water.

You mentioned that your water pod ballast boat would have less need for using mechanical power. Water ballast notoriously requires a lot of time and power to shift its load. The Schock 40 uses a 3-hp electric motor to cant its 1,800-lb



MATT BROWN ILLUSTRATIONS

— MATT BROWN vs. LEE HELM



During December's Rolex Sydney-Hobart Race the 98-ft super-maxi 'Skandia' capsized en route to Tasmania after losing her canting keel.

ballast 110° in 10-12 seconds. Assuming your design is much more efficient and only requires, say 1000 lbs. of ballast, that's still two 55-gallon drums of water. It would take a garden hose 15 minutes (I tested it) to fill them up, and it would take a 3-hp pump some 45 seconds to do the job. At that rate I'd gladly race against you tacking up the cityfront in San Francisco Bay. In order for you to keep up, you'd need a 30-hp engine running all the time to transfer the water from tank to tank. Doesn't sound very economical!

You also state that water ballast is less expensive than a canting keel. Obviously, without having designed your boat, it is hard to tell, but let's look at the differences. A CBTF boat gets rid of a heavy keel and internal structure and replaces it with a very light one. Add to this another rudder and the hydraulic system. We were hoping the 4,000 pounds of lead we saved in the Schock 40 would cover the costs of these extras, but it only covered about half. Your boat has a very light keel, but it requires two water ballast pods, a pumping system and, I assume, some way to retract these pods so you

can get to the dock. Remember, these pods are the size of two 55-gallon drums each. I'll grant you that either of these boats would be less expensive than an ultra-high-tech carbon monster, and would be a lot lighter. But I don't see your

"A canting keel of comparable draft will always have more righting moment than a conventional keel."

twin retracting water pods being significantly less expensive than a canting keel.

As for racing a catamaran, Dennis Conner's AC cat is still the best boat I've sailed on, but I don't have the desire or the cash to berth one big enough to do a long ocean race with five other people. Plus, I think they're kind of ugly. The Schock 40 can be towed by a pickup to any race in North America. The accompanying photo is of a 40-ft CBTF boat being towed back to California from Acapulco, Mexico, by the owner. Could you do this with an ocean-going catamaran? I don't think so.

I hope this doesn't discourage you from thinking about innovative boat de-

sign. Sailing these ultralight racers is just so fun. Planing downwind at 25 to 30 knots is just a blast. I hope by now you've had a chance to sail with your friend and gain some experience with a canting keel boat.

— matt brown
san diego

Dear Matt,

What do the president of The Hair Club for Men and the inventor of the Canting Ballast Twin Foil have in common? Answer: They are both totally objective when they discuss their products. What reason could they possibly have to be otherwise?

But like, far be it from me to begrudge the inventor the right to defend his mousetrap. Let's take it from the top:

Stored energy and mechanical power: Sure, rule 42 (which I think is the one you meant when you cited rule 51) is all about means of propulsion, and has nothing to do with using a 3-hp motor to trim the keel (or the sails). But like, we also have rule 52, Manual Power: "A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by manual power." I mean, like, why do you think that's there? Answer: Because most of us don't think that trimming the rudder, the keel or the sails with a 3-hp motor — equivalent to about six mid-sized deck apes — is what sailing is all about. Should we allow the same size motor for grinding in the jib during a tacking dual?

Matt boasts about how effective it is for swinging the keel from side to side in exactly that situation. Maybe motorized sail and keel trimming is okay; maybe keel trimming is somehow different; maybe even kerosene lamps or a 3-hp blender violate the spirit of the rule. Mileage varies, but, in my humble opinion, the sensible place to draw the line is right where rule 52 draws it.

Upside-down stability: For sure, you're right about a narrow boat with a fully canted keel not having a stable upside-down stability point. But so what? I've read about the dark years of IOR in the '80s, when wide boats with high CG's flipped over and stayed there. Doesn't

CANTING KEELS vs. WATER BALLAST

seem to happen much these days (except maybe to certain extra-wide formula boats), and it's even less likely with the kind of narrow hull that would naturally be designed for a canting keel or an outboard ballast pod. Losing someone overboard after a knockdown is probably the bigger hazard, and a fully canted keel is, like, a worst case scenario for sure if you spin out in either direction and the keel is suddenly on the low side.

Fact is, the proposed Special Regs for canting keels call out for a panic button, and it has to return the keel to neutral, not to a fully canted position. So like, someone seems to agree with me that knockdown is a more serious threat than upside-downism. Spinning out with a water ballast pod won't be fun either, but at least the water goes neutral when it submerges, and if there's a danger of going upside down it's easy to jettison the thing.

On heel angle: The ballast pod gets the ballast way the heck out there, with

essentially no drag penalty. The canting keel has to compromise, so like, no surprise that you still have to accept some heel. Plus there's nothing to prevent trimming the angle of the pod strut down a

"The ballast pod gets the ballast way the heck out there, with essentially no drag penalty."

little to maximize righting moment at any desired heel. Think trapeze dinghy versus daysailer to get an idea of the relative efficiency of the two kinds of movable ballast.

Shallow draft: Ya gotta be kidding. You really think you could retract the canting keel and the front rudder and still have anything left in the interior? Paging Prof. R. Goldberg.

On tacking time: How the heck can you calculate how long it would take a 3-hp pump to shift the ballast if you don't

know the pressure head or the pipe diameter? Does everyone who puts on a toolbelt think they're a hydraulics engineer? Last time I checked, pump power = flow rate times head. And water still flowed downhill. Anyway, in our hypothetical tacking duel, if we allow stored energy, I'd have a compressed air sys-

tem that would release a burst of ballast-blowing air into the high side tank during the tack, and I'll bet I could beat your 10-12 seconds tack-to-tack with a smaller

motor.

On cost: Okay, I was just guessing. But like, water is cheaper than lead, and mechanical stuff that doesn't break gets pricey.

And finally, transportation: It's like, really unfortunate that competitive big boat sailing has devolved into schlepping your boat all over creation. It's no accident that Key West was sponsored by an SUV builder.

— lee helm
planet earth



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Since Rich and Sheri first sailed aboard *Alaska Eagle* from England to California in 1982, they have been aboard as skipper and mate for the majority of her voyages. Combined, they have sailed more than 550,000 miles, including three Atlantic crossings, more than 30 crossings between Hawaii and the West Coast, 13 equator crossings, and many miles through the South Pacific between Tahiti and Australia. In between, Rich and Sheri built two boats, virtually by themselves. In the first boat, a Farr 44 named *Confetti*, they circumnavigated South America. Their next boat was a 54 foot aluminum sloop named *Polar Mist*, in which they voyaged from California to Antarctica and back.

Rich and Sheri enjoy sharing their extraordinary knowledge with others. Rich can fix anything (and has) on a boat. He has taught many nautical skills, and enjoys showing sailors how easy it is to learn celestial navigation. Sheri is an expert in preparing for cruising, from provisioning to spare parts to sail selection. Rich and Sheri live life to the fullest, enjoy sharing the adventure, and always look forward to new destinations.

Licenses held: USCG Master Upon Oceans • STCW International • Yacht Master Offshore (RYA/DOT) • US Sailing Keelboat Instr.

ALASKA EAGLE 2005 SUMMER VOYAGE SCHEDULE

Leg 1	Newport Beach – Hawaii	2250 miles	July 11 – July 24	13 days
Leg 2	Hawaii – Fanning Island – Tahiti	2500 miles	July 27 – Aug 17	21 days
Leg 3	Tahiti – Tuamotus – Tahiti	550 miles	Aug 19 – Sept 3	14 days
Leg 4	Tahiti – Fanning Island – Hawaii	2500 miles	Sept 5 – Sept 25	20 days*
Leg 5	Hawaii – San Francisco	2400 miles	Sept 29 – Oct 16	17 days
Leg 6	San Francisco – Newport Beach	350 miles	Oct 19 – Oct 23	4 days

*Our leg 4 voyage from Tahiti to Hawaii is an all women's trip, led by a great team of experienced offshore sailors and teachers: Karen Prioleau, Carol Hasse, and Barbara Marrett.

Alaska Eagle will also be the communications vessel for this spring's Newport Cabo San Lucas Race. The trip home is ideal for those seeking more experience in rugged conditions.

SPRING VOYAGES:	Newport – Cabo San Lucas	800 miles	March 18-24	6 days
	Cabo – Newport Beach	800 miles	March 26-April 3	8 days

To learn more: occsailing.com

To request a color catalog or specific info: 949-645-9412

Or write: Alaska Eagle Voyages, 1801 W. Coast Hwy, Newport Beach, CA 92663

The School of
SAILING & SEAMANSHIP
Orange Coast College

KEY WEST RACE WEEK 2005

The 18th Key West Race Week, presented by Nautica and held on January 17-21, confirmed two things with crystal clarity — 1) This is, bar none, the best regatta in the country; and, 2) California sailors can hold their own — and then some — wherever we go.

Of course, calling anything "the best" is subjective — but we doubt if any of the estimated 3,000 sailors at KWRW would disagree with us. There is simply no other American regatta that consistently offers such a fine combination of hardcore competition (295 boats in 21 classes, representing 14 countries and 36 states), excellent

race management courtesy of Peter Craig's Premiere Racing group, Chamber of Commerce sailing conditions, and a vibrant shoreside scene that includes a nightly tent party, informative seminars, a daily newspaper, and more. Like moths to the flame, the event has become irresistible to pro sailors, industry workers, and serious amateur sailors, all of whom flock to warm and sunny Key West every January.

Californians crashed this predominantly East Coast and Midwest party in a big way this year. Though we sent just 21 boats — the TP-52 *Rosebud*, three

Week. Collectively, it was the Left Coast's best showing ever at Key West.

Though down from the all-time high of 326 boats in 2001, this was nonetheless another banner year for KWRW. It certainly started with a bang, as Joe Dockery's R/P 81 *Carrera* (ex-*Shockwave*, ex-*Morning Glory*) demolishing the course record in the 160-mile race down from Fort Lauderdale. *Carrera*, with Ken Read cracking the whip, finished in just 10 hours and 24 min-

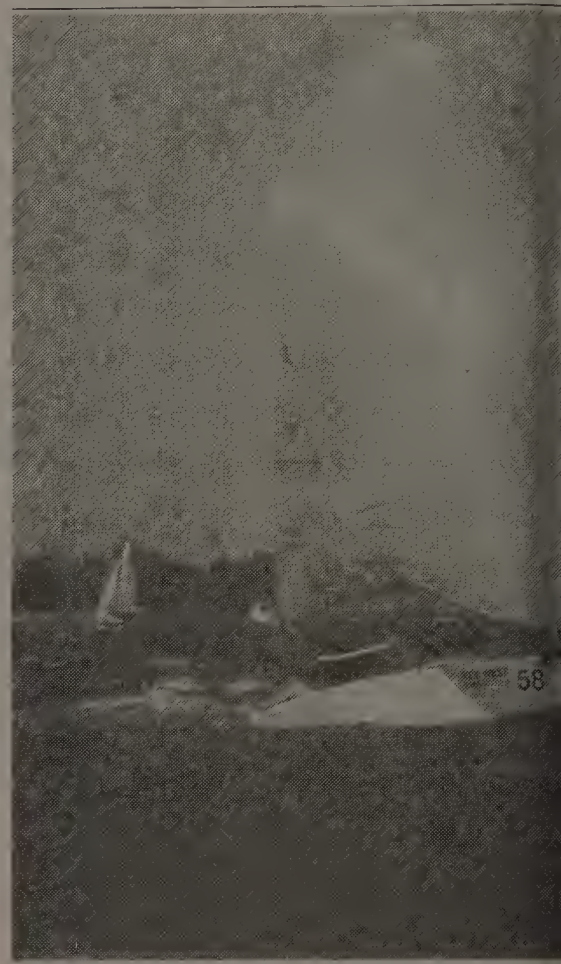


The J/105 'Tiburón' did well in its first KWRW.

JACK HARDWAY

utes, despite breaking most of their rudder off four miles from the finish and limping in under double-reefed main. They still knocked almost three hours off the previous milestone.

The strong, cold northerly that propelled the 43-boat feeder race into Key West stuck around through the start of the week, and torrential rain and 35-knot gusts abbreviated Sunday's traditional practice session. It was still blowing dogs off chains on Monday morning, and race officials elected to keep the smaller and tippiest boats at the dock that day. Too bad, as the wind died down to a man-



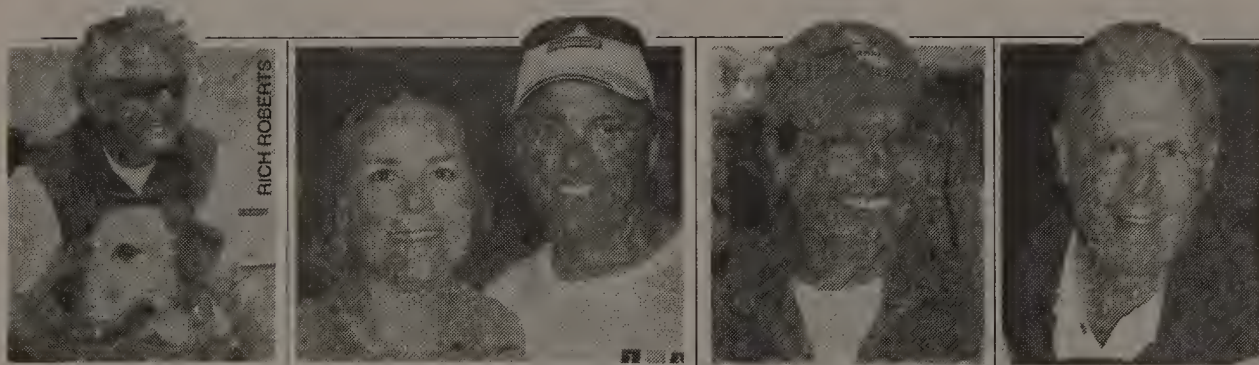
were mathematically wrapped up before Friday's single race, but for most everyone else it came down to the wire. Here's how it sorted out in the six major classes:

PHRF — Esmeralda & Star

With IMS dead as a doorknob and IRC not quite ready for primetime, the only handicap system offered at this year's regatta was PHRF. Eighty-four boats, including million dollar ones with highly-paid pro crews, were spread out among eight PHRF classes. Surprisingly, we didn't hear a lot of bitching about ratings — given the full gamut of conditions, from 25 down to about 2 knots, every decently-sailed boat seemed to have its day.

Esmeralda, Makoto Uematsu's all-conquering

Farr TP-52, topped the 10-boat Division 1 group with Tom Lihan driving and the ubiquitous Ken Read calling tactics. *Esmo* opened with three straight bullets, planing above her rating in the windy going. Tom Hill's red R/P 75 *Titan* 12, the largest boat in the regatta, began big-dogging the fleet as the wind came down, posting five bullets with Hill driving and Benny Mitchell calling tactics. It wasn't enough to overcome *Esmo*'s early lead, as *Titan* finished four points back in sec-



Big winners, from left — Birthday boy Hasso Plattner ('Morning Glory') with Claude; Kara and Chris Busch ('Wild Thing'); Deneen Demourkas ('Groovedercl'); and Tom Coates ('Masquerade').

Farr 40s, six J/105s, eight Melges 24s, and one Mumm 30, 1D-35, and J/120 — our Golden State heroes swept all five of the major one design classes. In the process, Tom Coates' J/105 *Masquerade* and Chris and Kara Busch's 1D-35 *Wild Thing* each won one of the five Boat of the Day honors, and Bill Hardesty and the Pegasus Racing Team on the Melges 24 *Pegasus* 575 were named Boat of the

ageable 20-25 knots by race time — an average summer day on San Francisco Bay!

As the week wore on, the breeze calmed down, the air temperature went up, and rail-riders switched out of foulies into shorts. For the most part, except for a light-air crapshoot on Thursday afternoon, the sailing conditions were just about perfect. Eight of the 21 classes

— THE WEST IS THE BEST



ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED

Veni, vidi, vici — The Melges 24 'Pegasus 575' en route to taking Boat of the Week honors. Inset, skipper Bill Hardesty.

ond. *Sjambok*, Michael Brennan's sister-ship Farr TP-52, settled for a distant third and Roger Sturgeon's *Rosebud*, with JJ Isler driving, came in fourth.

"Our crew work was spot-on, and we had good karma going all week," claimed Read. *Esmeralda* is the best TP-52 in the world right now, and it just sold for top dollar to John Coumantaros, who is moving up from his Farr 40 *Bambakou*. He'll take delivery of the green-hulled beauty next month after the Pineapple Cup.

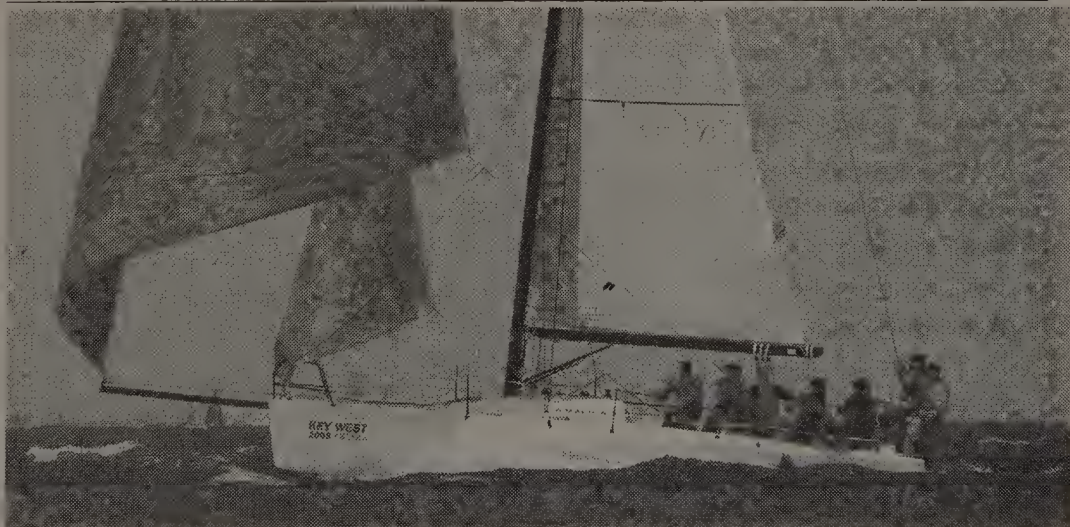
Star, Jeff Ecklund's squeaky-new Melges 32, won Division C and was named PHRF Boat of the Week. Designed by R/P and built by Soca Yachts in Trinidad, the new boat topped *Grins*, Rick Orchard's Farr 36, and eight other sportboats in an auspicious debut that included four bullets. Harry Melges served as main trimmer/tactician, while brother Hans trimmed the forward sails. The Melges 32, which looks and acts a lot like its 24-foot little sister, is now set to go into mass production, and hopes are high for a one design class at KWRW next year.

Farr 40 — Morning Glory

Hasso Plattner, part-time Bay Area resident and current chairman, co-

founder and former CEO of German software giant SAP, celebrated his 61st birthday on Friday by winning his first big Farr 40 regatta with *Morning Glory*. The series came down to the final 300 yards of the last race, when *MG* got a couple of shifts and puffs when it mattered most to pass three boats and seal the victory over world champion *Barking Mad* and defending KWRW champ *Mean Machine*. "It couldn't have been much closer," reported *MG*'s pitman and token American, Ronn Loewenthal, whose wife Krissy sailed on runner-up *Barking Mad*.

New kid on the block — Jeff Ecklund's hot new Melges 32 'Star' was named PHRF Boat of the Week. See www.melges.com for more.



RICH ROBERTS/UNDER THE SUN.COM

Also joining Plattner in his third appearance at Key West were three-time America's Cup winner Russell Coutts (tactics), Sean Clarkson (NZL), Christian Kamp (DEN), Lorenz Jensen (GER), Stefan Matschuk (GER), Wolf Dietz (GER), and boat captain Roo Stevenson (NZL/USA). "It was the best crew I've ever sailed with," claimed Loewenthal. "It's an extraordinarily fun, focused and hard-working group of guys." The same lineup will head to Sydney in mid-February for the Aussie Farr 40 Nationals, Pre-Worlds, and Worlds on March 1-4. This summer, a different crew, including Coutts, Morgan Larson, and Peter Isler, will sail the 'big' *Morning Glory*, Plattner's maxZ86, in the TransPac.

"The difference was Russell," claimed Hasso, who was thrilled to win the brutally competitive 18-boat class. "He doesn't put me in tough situations, and stays calm in critical situations. That helps me as a driver, and also the crew, not to get nervous or excited."

Two other California Farr 40s cracked the top half: John Demourkas' *Groove-derci* was eighth, followed by Philippe Kahn's *Pegasus 80808* in ninth.

1D-35 — Wild Thing

San Diegans Chris and Kara Busch brought their wheel-equipped *Wild Thing* to Key West for the fourth time, upping the boat's envious record to three wins and one third. The regatta also served as the 2005 1D-35 Nationals, which *Wild Thing* finally won for the first time in five attempts. Chris, now a born-again Category 1 sailor, got to drive his boat in a class event for the first time, while Kara ran the pit, Rick Merriman did tactics, former driver Jeff Pape handled the main, and Ed Furry, Patrick Murray, Daniel Doolittle, and Jim Macleod rounded out the crew.

Wild Thing was a little slow out of the

KEY WEST RACE WEEK 2005

blocks (4,2,2,2,3,1,4,1,1), while *Extreme* opened the series with three bullets in the windy going. As the conditions moderated, *Wild Thing* found her mojo, responding on the homestretch with three bullets of her own. "*Detente* and the two Seattle boats, *Midsummer* and *Extreme*, sailed well all week," said Chris. "It was a tight regatta — I'm just glad we were somewhat consistent and able to rally at the end."

This was a comeback of sorts for the 10-boat 1D-35 class, which skipped Key West last year. Where the class goes from here is anyone's guess. "The boats are changing hands again," noted Chris. "Some of the new owners are keen to travel, while others are content to stay at home. I think the class will survive on the West Coast at least — the boats are really fun to sail, and the quality of competition is still really good. There's also a movement afoot to further limit the number of pros and sails allowed, which would help contain costs."

□□□□

J/105 — *Masquerade*

"Finally!" said Tom Coates, who has brought *Masquerade*, one of two blue J/105s he owns, to Key West — his favorite regatta — seven times. "It was a long, hard road to the top, but we did it. Full credit to the crew, especially tactician Chris Perkins, who was on top of his game all week."

After tying for first with *Zuni Bear* last year, but falling to second on the tiebreaker, Coates invited the same guys back this year for another shot: Perkins, Mark Chandler, Tim Scherer, Will Sharron, and Steve Marsh. He also invited all their wives and kids, swelling his happy entourage to 20 people. Coates, a legendary host, took most of his posse to Key West on his private jet, and housed the entire group on Sunset Key, an exclusive island resort. On Wednesday night, he invited his J/105 friends and all Bay Area sailors out to the island for an elegant cocktail party, one of the social highlights of the week.

The *Masqueraders* were all business on the race course this year, wrapping up the 9-race, 1-throwout series a day early with a fine 1,1,8,8,4,8,6,1,(9) record. Longtime campaigner *Flame* was second, followed by Jim Johnstone, part of the J/Boat dynasty, in third with an unnamed boat (#332). Rip Carruthers' *Invisible*, from San Diego, and *Tiburion*, which is both the name and hailing port of Steve Stroub's boat, tied with #332 for third. They ended up fourth and fifth, respectively, on the tiebreaker.

Carruthers, a KWRW veteran who led

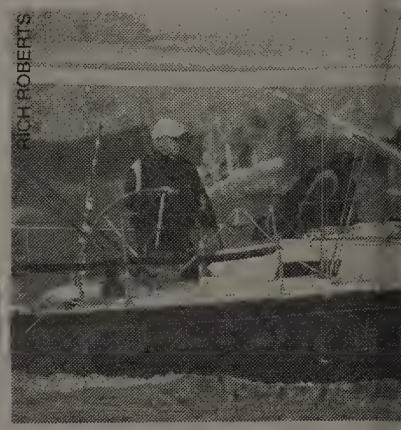
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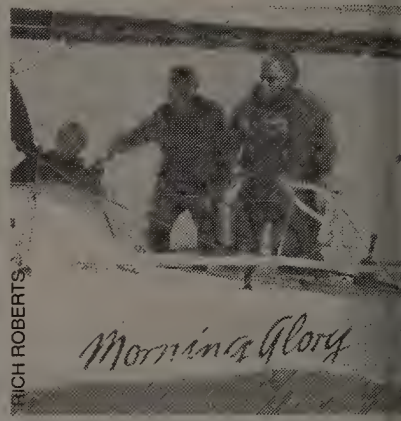
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JACK HARDWAY



Key West scrapbook, from upper left — The slab-sided IMS 58-footer 'Talisman' (aka 'Taliban'); 'Masquerade', finally the top J/105; Hasso Plattner at the helm of 'Morning Glory'; typical Farr 40 line-up; 'Titan 12' was the biggest boat this year; Tom Coates and his 'Masquerade' gang.

briefly midweek, was cheerful enough about finishing fourth, but couldn't quite hide his disappointment. Stroub, on the other hand, was ecstatic with fifth. "We exceeded our expectations," he claimed. "I think it shows how strong the Bay Area J/105 fleet is, and hope it inspires other boats to head down next year." Stroub sailed with tactician Matt Frymier, John Gutenkunst, Rob Schmidt, Ben Kilgore, and Annapolitan Meg Haslup.

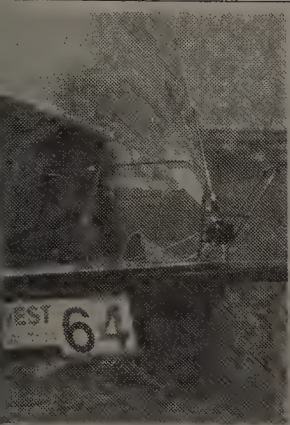
At 40 boats, this was the biggest J/105 class ever at KWRW, and the second biggest fleet this year after the Melges 24s. Two other California teams cracked the top ten — *Bold Forbes* was sixth despite a rumored helmsman meltdown at the end, and *Zuni Bear*, a two-time class winner, was eighth. *Arbitrage*

owner Bruce Stone, who chartered *Pippin*, ended up 19th. Next year the J/105 fleet could reach 50 boats, as the 40-boat Annapolis fleet is in the process of finally switching from shoal draft to 'real' keels.

Mumm 30 — *Groovederci*

After coming in third in this class at KWRW last year, Santa Barbara sailor Deneen Demourkas returned with a vengeance, posting a stellar 2,2,1,1,2,1,1,1,1 record (the uncharacteristic 11th was a product of Thursday afternoon's fluke-fest). The regatta doubled as the 2004 Mumm 30 NAs, a nice bonus for Demourkas and her talented young team. Kiwi tactician Hamish Pepper kept *Groovederci* going in the right direction, while Laurent Pages, Pete Spaulding,

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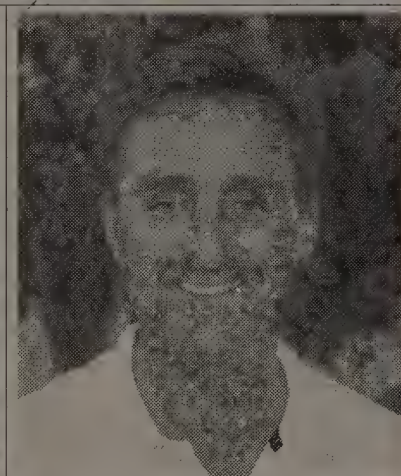
COURTESY TIBURON



JACK HARDWAY



RICH ROBERTS



Scrapbook, cont'd — Steve Stroub (center) and the 'Tiburon' crew partying at the Green Parrot; 'Esmeralda' did it again, topping all comers in PHRF-1; the man behind the curtain, Premiere Racing's Peter Craig; J.J. Isler steered the TP-52 'Rosebud' to a respectable fourth in PHRF-1.

Zack Maxam, Kyle Vowels, and Eric 'Chewy' Chowanski pulled the strings. Class vets *Turbo Duck*, the defending KWRW champ, and *Team Bold*, last year's runner-up, never knew what hit them.

Deneen came in third in last year's Tour de France à La Voile, a grueling month-long Mumm 30 event that really elevated her game. "It gave me tons of experience in all conditions and all positions on the Mumm, from grinding to steering," she said. Other than getting holed at a mark rounding on Tuesday, the first day the Mums raced, the only other bad news of the week was a vicious round-down in Sunday's 25-to-30-knot practice session. Deneen was swept off her feet, ending up underwater and se-

riously bruising her arm on the aft stanchion. "I could barely raise a Mud Slide to my mouth the rest of the week," she laughed.

Also sailing in the 14-boat Mumm fleet was Jim Swartz's new *Q* (ex-*Off the Gauge*), which he bought a month prior to Key West. Swartz, who lives in Park City, UT, but keeps a house in San Francisco, has a new Swan 601 scheduled for a spring delivery and was eager to gain some grand prix racing experience. With Bay Area talents Dee Smith and John Bonds among the crew (and former Farr 40 owner Peter Stoneberg steering the final two races when Swartz had to get home for the Sundance Film Festival), *Q* finished respectably in the middle — not bad for Swartz's first outing.

Melges 24 — Pegasus 575

San Diego pro sailor Bill Hardesty, who spent most of last year on *Pyewacket*, won the 57-boat Melges 24 class with *Pegasus 575* in a winner-take-all finale on Friday. Any of four boats could have won the series — the Santa Cruz-based *Pegasus 575*, #493 (James Spithill and the McKee brothers), *Joe Fly* (with Morgan Larson calling the shots), or *M-Fatic* (Morgan Reeser). With the pressure on, Hardesty took another bullet, his fourth of the week. The team's 1,6,1,2,11,6,1,(24),1 record also earned them Boat of the Week honors, awarded to the winner of the most competitive class (see page 174 for a list of past recipients).

Hardesty, at 29 the youngest Boat of the Week skipper ever, was quick to credit the Pegasus Racing juggernaut ("a five-star program all the way") and his all-star crew: Swedish Star and Finn champ Freddy Loof (tactician), Olympic gold medallist and Rolex Yachtsman Kevin Burnham, four-time collegiate All-American Mark Ivey, and Midge Tandy. Hardesty, himself a five-time All-American (one at ODU, four at Kings Point) and ICSA Sailor of the Year in '98, said, "We've got the best team in the world. These guys told me what to do — my job was easy, just keep us out of trouble."

Remarkably, this was only Hardesty's second big Melges 24 regatta. "I was honored when Philippe asked if I was available for Key West," he said. "It's a total team effort, and the other sailors pick who is going to be on the boat and what everyone will be doing. The team gave me all the confidence in the world going into the last race, telling me to do my thing on the starting line and they'd take care of the rest. We went out there with the attitude of winning the race, knowing that would be the only way to guarantee we'd come out on top for the week."

Though this wasn't the biggest Melges fleet at Key West (78 boats showed up in 2002, when KWRW doubled as the Worlds), it was certainly one of the most competitive gatherings to date. In addition to *Pegasus 575*, a trio of veteran SoCal programs made their presence felt: Dave Ullman's *US 505* finished eighth, Bruce Ayres' *Monsoon* was tenth, and Argyle Campbell's *Rock N' Roll* was twelfth. The rest of our California Melgi squad finished as follows: *Enigma* (21), *Grinder* (23), *Personal Puff* (39), and *Travelling Circus* (49).

Damn, out of room again — and we've barely scratched the surface of this

KEY WEST RACE WEEK 2005

excellent, 'must-do' regatta. For the rest of the story, surf to www.premiere-racing.com, where you'll find complete results, scratch sheets, press releases, and lots of pictures.

Next year's 19th edition of Key West Race Week is scheduled for January 16-20. Start making plans now!

— **latitude / rkm**

DIVISION ONE (Ken Legler, PRO):

SWAN 45 — 1) **Better Than**, Andrzej Rojek/Ryan Malloy/Chris Zaleski, Newport, RI, 24 points; 2) **Vim**, Craig Speck/John Cutler, Newport, RI, 24; 3) **Plenty**, Alex Roepers/Geoff Ewensen, Stonington, CT, 28. (6 boats)

FARR 40 — 1) **Morning Glory**, Hasso Plattner/Russell Coutts, Kiel, GER, 30 points; 2) **Barking Mad**, Jim Richardson/Terry Hutchinson, Newport, RI, 33; 3) **Mean Machine**, Peter De Ridder/Tom Dodson, Monaco, 34; 4) **Mascalzone Latino**, Vincenzo Onorato/Adrian Stead, Portoferraio, ITA, 49; 5) **Bambakou**, John Coumantaros/Craig Healy, Newport, RI, 51; 6) **Atalanti**, George Andreadis/Robbie Haines, Miami, 69; 7) **Struntje Light**, Wolfgang Schaefer/Morten Heinrichsen, Kiel, GER, 75; 8) **Groovederci**, John Demourkas/Ross MacDonald, Santa Barbara, 79; 9) **Pegasus 80808**, Philippe Kahn/Mark Reynolds, Waikiki, 82. (18 boats)

1D-35 ('05 Nationals) — 1) **Wild Thing**, Chris & Kara Busch/Rick Merriman, San Diego, 20 points; 2) **Midsummer**, Stig Osterberg/Brian Huse, Port Townsend, 23; 3) **Extreme**, Mike Goldfarb/Jack Christiansen, Seattle, 29; 4) **Detente**, David Kirk/Seadon Wijsen, Chicago, 33. (10 boats)

MUMM 30 ('04 NAs) — 1) **Groovederci**, Deenen Demourkas/Hamish Pepper, Santa Barbara, 21 points; 2) **Turbo Duck**, Bodo & Nick von Der Wense, Annapolis, 37; 3) **Team Bold**, Nelson Stephenson/Anthony Kouton, Southport, CT, 40; 4) **Dark & Stormy**, Kevin Young, Cleveland, 41.1; 5) **Cygnnet**, Rick Swann, Fairfield, CT, 52. (14 boats)

DIVISION TWO (Bruce Golison):

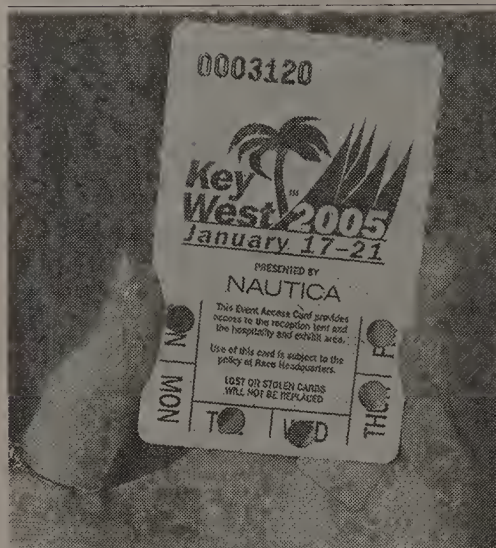
PHRF-1 — 1) **Esmeralda**, Farr TP-52, Makoto Uematsu/Tom Lihan/Ken Read, Newport, RI, 12 points; 2) **Titan 12**, R/P 75, Tom Hill/Ben Mitchell, Newport, RI, 16; 3) **Sjambok**, Farr TP-52, Michael Brennan/John Kostecki & Gavin Brady, Annapolis, 27; 4) **Rosebud**, R/P TP-52, Roger Sturgeon/JJ Isler, San Francisco, 30; 5) **Numbers**, Farr 60, Daniel Meyers/Team Alinghi, Newport, RI, 31. (10 boats)

PHRF-2 — 1) **Pretty Woman**, Beneteau First 47.7, George Gamble, Pensacola, FL, 16 points; 2) **Raincloud**, J/133, Mike Rose, Houston, 26; 3) **Cabaret**, Tripp 47, Bob Limoggio, Port Washington, NY, 29; 4) **Sister Golden Hair** (ex-High 5), Farr ILC 40, Genesis Racing, Charleston, SC, 34. (10 boats)

PHRF-3 — 1) **Star**, Melges 32, Jeff Ecklund/Harry & Hans Melges, Fort Lauderdale, 12 points; 2) **Grlns**, Farr 36, Rick Orchard/Dave Chapin, Flowery Branch, GA, 18; 3) **Wairere**, Thompson 30, Peter Hunter, Kill Devil Hills, NC, 18. (12 boats)

PHRF-4 — 1) **Pamlico**, Andrews 38, R. & K. Muller, Annapolis, 13 points; 2) **Dame Blanche**, Beneteau 40.7, Oscar von Blumenron, Annapolis, 17; 3) **The Wall**, Mumm 36, Gordon Schiff, Tampa, FL, 25. (9 boats)

J/120 — 1) **Avra**, George Petrides, New York



Rum at six — No Key West Race Week experience is complete without a trip to the tent.

City, 14 points; 2) **Crosswave**, Roger Elliot, Charleston, 21; 3) **K2**, Luis Gonzalez, Mallets Bay, VT, 22. (7 boats)

J/109 — 1) **Rush**, Bill Sweetser, Annapolis, 14 points; 2) **Antaeon**, Mike Manila, Southlake, TX, 15. (6 boats)

CORSAIR 28R — 1) **Condor**, Freudenberg/Hudgins, Sewalls Point, FL, 8 points; 2) **Rocketeer II**, Nethersole/Winters, Miami Beach, 16; 3) **Hot Flash**, Robert Gleason, Wareham, MA, 20. (10 boats)

DIVISION THREE (Dave Brennan):

MELGES 24 — 1) **Pegasus 575**, Pegasus Racing/Bill Hardesty, Waikiki, 29 points; 2) **USA 493**, James Spithill/McKee Bros., Seattle, 35; 3) **M-Fatic**, Neil Sullivan/Morgan Reeser, Annapolis, 36; 4) **Joe Fly**, Maspero Giovanni/Morgan Larson, Canottieri, ITA, 47; 5) **Full Throttle**, Brian Porter, Lake Geneva, WI, 51; 6) **Blu Moon**, Franco Rossini, Chiasso, SUI, 53; 7) **Accumulator**, Alex Ascencios, Houston, 55; 8) **USA 505**, Dave Ullman, Newport Beach, 56; 9) **Team Gill**, Simon Strauss, Larchmont, NY, 60; 10) **Monsoon**, Bruce Ayres, Newport Beach, 67; 11) **Rhino**, S. & T. Scarborough, Ocean City, NJ, 96; 12) **Rock N' Roll**, Argyle Campbell, Newport Beach, 96. (57 boats)

J/105 — 1) **Masquerade**, Tom Coates, San Francisco, 37 points; 2) **Flame**, Jim Doane, Naples, FL, 55; 3) **USA 332**, Jim Johnstone, Newport, RI, 58; 4) **Invisible**, Rip Carruthers, San Diego, 58; 5) **Tiburon**, Steve Stroub, Tiburon, 58; 6) **Bold Forbes**, Ed Cummins/Jack Franco, Newport Beach, 61; 7) **Eclipse**, Damian Emery, Mount Sinai, NY, 70; 8) **Zuni Bear**, Bergmann/Bennett, San Diego, 71; 9) **Kincsem**, Joerg Esdorn, Rye, NY, 72; 10) **Savasana**, Brian Keane, Marion, MA, 75. (40 boats)

J/80 — 1) **C'est Nasty**, Rick Schaffer, Ft. Worth, 22 points; 2) **Sooner Magic**, Mac Kilpatrick, Oklahoma City, 23; 3) **Rumor**, John Storck, Huntington, NY, 26; 4) **Wild Hare**, Claude Welles, Austin, 38; 5) **Emotional Rescue**, John DiMatteo, Annapolis, 40. (16 boats)

DIVISION FOUR (Wayne Bretsch):

PHRF-5 — 1) **Remedy**, Evelyn 32, John Fries, Mystic, CT, 8 points; 2) **Bloody Hell**, Evelyn 32, Mike Perry, Somers Pt., FL, 19; 3) **Invincible**, N/M 30, Jeff & Brian Gastrau, Annapolis, 19. (13 boats)

PHRF-6 — 1) **Usual Suspect**, C&C 43, Bryan Sims, Bronte, Ontario, 13 points; 2) **E-Ticket**, Moorings 38, Dan Myers, Lighthouse Point, FL, 14; 3) **Tangent**, Cape Fear 38, Gerald Taylor, Annapolis,

17. (8 boats)

C&C 99 — 1) **Trumpeter**, Bob Wilson, Toronto, 12 boats; 2) **Breakaway**, Tom Sawchuk, Lawrenceville, GA, 13; 3) **TAM**, Wally Hogan, Wilson, NY, 16. (9 boats)

J/29 — 1) **Hustler**, John & Tony Esposito, City Island, NY, 9 points; 2) **Rhumb Punch**, John Edwards, Solomons, MD, 12; 3) **For Sail**, Jim Mackevich, Perth Amboy, NJ, 24. (8 boats)

PHRF-7 — 1) **Amethyst**, J/27, D. Davies/A. Eppig, Glen Cove, NY, 12 points; 2) **Farr Out**, Farr 30, Ryan Walsh, Fairhaven, MA, 20; 3) **Remedy**, Donovan 27, Bert Carp, Annapolis, 24. (10 boats)

TARTAN TEN — 1) **Liquor Box**, C. Simon/B. Buckles, Key West, 8 points; 2) **Team Farr From Sober**, John Woodruff, Detroit, 21; 3) **Cygnnet**, Rathburn/Chambers, Chicago, 24. (9 boats)

PHRF-8 — 1) **Island Flyer**, S2 7.9, Denny Manrique, Tonka Bay, MN, 20 points; 2) **Outtareach**, Wavelength 24, Keith DuBose, Long Beach, MS, 23; 3) **Outtasight**, Sam Vasquez, Long Beach, MS, 23. (12 boats)

KEY WEST RACE WEEK BOATS OF THE DAY:

MONDAY — **Masquerade**, J/105.

TUESDAY — **Mean Machine**, Farr 40.

WEDNESDAY — **Joe Fly**, Melges 24.

THURSDAY — **Wild Thing**, 1D-35.

FRIDAY — **Gold Digger**, J/44.

BOAT OF THE WEEK: **Pegasus 575**, Melges 24.

PHRF BOAT OF THE WEEK: **Star**, Melges 32.

INTERNATIONAL TEAM COMPETITION:

1) **USA East** (*Barking Mad/M-Fatic*), 53 points; 2) **Europe A** (*Mean Machine/Team SBAB*), 72; 3) **Europe B** (*Atalanti/Joe Fly*), 73. (8 teams)

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30th ANNUAL FT. LAUDERDALE-KEY WEST RACE (Lauderdale YC; Jan. 12; 160 miles):

PHRF-A — 1) **Sjambok**, TP-52; 2) **Rosebud**, TP-52. (4 boats)

PHRF-B — 1) **Genesis**, Next 57; 2) **Kahuna**, Farr 395; 3) **Thin Ice**, Aerodyne 38. (6 boats)

PHRF-C — 1) **Mirage**, Hobie 33; 2) **Bandana**, Oyster 48; 3) **Mostly Harmless**, SR-33. (7 boats)

PHRF-D — 1) **E-Ticket**, Beneteau 38; 2) **Caretta**, C-380; 3) **Willowind**, Swan 40. (7 boats)

PHRF-E — 1) **Finesse**, Tartan 34; 2) **Ocean Dancer**, 'Catalina'. (4 boats)

MULTIHULL-A — 1) **Rocketeer**, Corsair 31; 2) **Green Flash**, Osborn 42; 3) **Lucky Star**, Corsair 31. (8 boats)

MULTIHULL-B — 1) **Andiamo**, Corsair 27; 2) **Catnip**, Seawind 36. (6 boats)

Overall winner (mono) — **Mirage**, Hobie 33, Christian Schaumloffel. (28 boats)

Line honors (mono) — **Carrera**, R/P 81, Joe Dockery/Ken Read. New course record of 10 hours, 24 minutes, 2 seconds.

Overall winner (multi) — **Andiamo**, Corsair 27, J. Burkert. (14 boats)

Line honors (multi) — **Zephyr**, Antrim 40 tri, Duane Zelinsky. New course record of 10 hours, 11 minutes, 35 seconds.

Full results — www.keywestrace.org



RACING ON SAN FRANCISCO BAY

The IRC handicap rule was devised in Europe by the Royal Ocean Racing Club (RORC), and has become increasingly popular in the past couple of years. In 2005, four major handicap regattas will have IRC divisions:

Big Daddy Regatta _____	Richmond YC	March 12-13
Stone Cup _____	St. Francis YC	May 21-22
Aldo Alessio Perpetual Trophy Regatta	St. Francis YC	August 5-7
Big Boat Series Presented by Rolex ____	St. Francis YC	September 15-18

While PHRF racing will always have its place, IRC has proven to be a better handicap system for rating big boats at major regattas. For more information on the IRC rule, see:

The Royal Ocean Racing Club _____	www.rorcrating.com
US Sailing _____	www.ussailing.org/offshore/irc
US-IRC _____	www.us-irc.org

In order to make IRC more user-friendly for boats in Northern California, local volunteers in conjunction with US-IRC have arranged two **IRC Measurement Weekends**: February 26-27 and March 5-6.

HOW IT WORKS

Prospective owners seeking an IRC Certificate must:

1. Arrange for a measurement on one of the aforementioned weekends by sending an email to: IRC_NORCAL@hotmail.com
Please Note: Each weekend is limited to 20 boats. Please submit requests ASAP.
2. Deliver boat to one of the measurement stations (Richmond, Alameda or Sausalito depending on the boats that sign up) in stripped condition, a.k.a. *Empty Weight* of the boat to the nearest 10kg (see IRC Rule 22.3).
3. Have the boat measured by a US Sailing Certified Measurer. Note: If the boat has previously received an IMS or Americap II certificate, or if it's a one design class boat, it may not be necessary to haul and weigh the boat; a simple freeboard test will suffice. **There is no cost, except if weighing is necessary.**
4. Apply for an IRC certificate through US Sailing at <http://ussailing.org/offshore/irc/IRCCapp05.xls>
5. The cost for an IRC Certificate is \$4.82/foot LOA + \$20 endorsement fee (required for StFYC BBS).

Please Note: One design boats (J/120s, Express 37s, Beneteau 36.7s and 40.7s, Sydney 38s, Olson and Santa Cruz 40s) and all custom big boats, including IOR boats, are encouraged to take advantage of this opportunity.

PROVIDENCE'S

It's September 18, and we — parents Chris and Frances, and sons Aaron and Moses — are snug below, listening to 20 to 30 knot winds whistle through the rigging. A rather potent storm roared through last night, so sleep was difficult, to say the least. Fortunately, our Stephens 47 *Providence* is snugly anchored and well protected from just about every wind direction.

We're the only boat in the anchorage here, but are hardly alone. Ironically, right outside the ports is one of the most densely-populated cities and harbors in the world — New York. Where is it possible to anchor in New York City? We're tucked into a basin alongside Liberty Park, Jersey City. Yes, we can see the upper half of the Lady and her torch at night. This is our departure point for heading to the mid-Atlantic coast and Chesapeake Bay, which is itself a stepping stone to the Caribbean next spring. It seems an appropriate time to look back at the last three months we spent in New England.

We have great memories of the relaxing and beautiful destinations we visited. When the weather is good and the water warm, there are not many places I would rather be anchored than Block Island or Prudence Island, both of which are in Rhode Island — or Edgartown, Cuttyhunk, Hadley Harbor, or Duxbury in Massachusetts. In terms of spectacular scenery, I can't possibly describe the beauty of Maine — particularly Mt. Desert, which is in Acadia National Park. Or Eggemoggin Reach, located between Deer Isle and the mainland. Or Penobscot Bay, where the Camden Hills frame the setting sun.

There were really only a handful of days when fog or rain completely ruled out any shoreside or sailing activities. I would even say that the cloudy and cool days made for more enjoyable sailing, as summer on the water in New England can be quite warm. The wind wasn't particularly fantastic. Sailing lore will suggest that the typical afternoon sea breeze builds to 15 to 25 knots, but we rarely

ALL PHOTOS COURTESY PROVIDENCE

saw more than 15 — and therefore used our 75-hp Yanmar diesel quite a bit.



Aaron, 11, and Moses, 9, enjoy a warm fall day at Block Island.

New England harbors are chock full of moorings. Most of them are private, however, which can severely limit the choices of places to visit. In addition, our boat draws 6 feet, which further restricted us from visiting the numerous shallow bays and inlets, as well as going up marshy rivers. Our budget also kept us away from the docks in places like Newport, Boston, Falmouth and Edgartown. If you think berthing is expensive on the West Coast or in Mexico, we were quoted \$500/night — with a two-night minimum! — in Edgartown.

But with a bit of luck — and avoiding weekends — we were able to find free anchorage just about every place we wanted to visit, and really didn't suffer at all. The key was having a reliable dinghy that would plane with all of us aboard.

On more than one occasion, we had

Southwest Harbor is perhaps best known to sailors as the home of Hinkley Yachts.

some incredibly good luck. For example, when we brought *Providence* up to New England from Annapolis in early May, we needed a place to keep the boat while we returned to California to tie up some loose ends. A friend's family had just sold their boat, and happened to have a super secure mooring available for us to use until we returned in late June. The mooring was in Noank, Connecticut — just down the river from Mystic. Noank is a quintessential New England seaside town with a picturesque and boat-friendly small harbor.

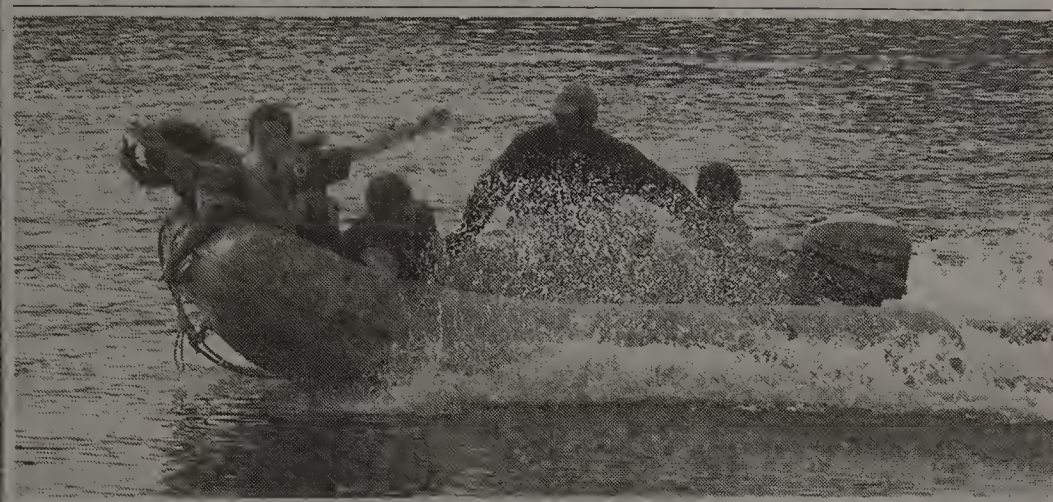
It also helped that we found an anchorage in Salt Pond, Narragansett, Rhode Island, that was within dinghy distance of Frances' parent's house. This allowed us to store our mini-van, and have a base to do laundry, get hot showers, shop, and take excursions up to Maine to visit my family. We got more laundry done up there — with home-cooked meals thrown in. The grandparents thought they were getting a good deal, too, because they were able to see their grandchildren far more than when we lived in California.



SUMMER VACATION



Above, 'Providence' at Mt. Desert Island in Maine's Somes Sound. Later iterations of this S&S design became the Hylas 47 and 49.



Planing dinghies are fun for boat kids of all ages.

But it is quaint, offers nice walking (watch out for golf carts), a well-known dockside raw bar (supplied by a nearby oyster farm), and is otherwise a return to a far slower pace of life than most of us are accustomed to.

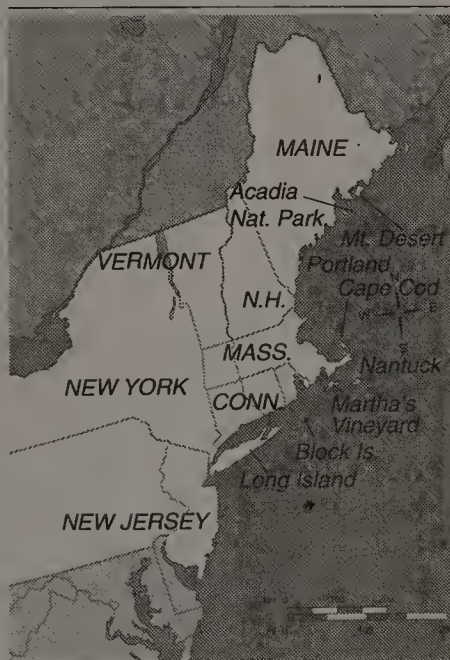
As I mentioned before, on this trip we anchored in Edgartown to attend a friend's wedding and really thought it was a fun place. The kids enjoyed endless hours on the calm beaches near the Chappy ferry, and achieved their goal of sampling every candy/fudge/ice cream shop in town. If you want to shop, dine, or hang out with the crowds, this place will suit you well. On a previous trip we found an anchorage inside a protected pond near Vineyard Haven that was a jewel for peace and quiet.

It won't come as a surprise to people from New England that Block Island was among our favorite places. It has a large anchorage with super clean beaches and water all around. It's a great place for bicycling — we carried four bikes on our aft deck for the summer — or walking, and there are enough busy bar/cafe/restaurant/ice cream shops to satisfy anyone's hunger. We sailed over to Block Island four times during the summer. The only drawback during the summer is that it's very crowded. But after Labor Day, the crowds were nowhere to be found, and the water was at its warmest — sheer perfection!

Although a bit off the beaten path, but a gem nonetheless, Prudence Island is a trip back in time that's smack dab in the heart of Narragansett Bay. There is only one good anchorage, Potter Cove, with moorings apparently available on a first-come, first-serve basis — unless the owner comes back, I guess. But we were

there during a period of clouds and light rain, and had plenty of room to anchor. Again, a mountain bike was the ticket to explore Prudence, as most of the roads aren't even paved. Other than explore, there is absolutely nothing to do on Prudence but sit on a porch and watch the world go by, or read — or perhaps write — a novel. People there like it exactly as it is, for they come back year after year.

Out in the Cape Islands area of Massachusetts, you really can't miss with stops in Cuttyhunk, Martha's Vineyard and Hadley Harbor off the Elizabeth Islands. Cuttyhunk, like Prudence, doesn't offer much in terms of shopping, restaurants, resorts or bars.



Getting up to Maine was one of our goals for the summer. Actually, it was a dual-purpose goal: a shakedown of our boat and skills, and discovering a place we had never visited before — despite having grown up in New England. We were not disappointed.

After day hops from the Cape, which included Duxbury, Boston and Marblehead, we set sail for the Cape Elizabeth/Portland vicinity. A fantastic southeast wind made the decision for us to sail the 85 mile

passage in one shot, even though we didn't leave Marblehead until 1 p.m. It turned out to be a very good thing, be-

PROVIDENCE'S SUMMER VACATION



cause after we arrived and finally crashed in our bunks around 3 a.m., the sky opened up and rained with biblical intensity. The remnants of Hurricane Bonnie had arrived, and though we were exhausted, it was far better to be inside at anchor than still out there sailing.

The next day was so foggy we could not see across to Peak's Island, where a friend from California was visiting her parents. In fact, with Maine putting out a welcome mat like that, we started to wonder why we'd gone there at all.

It didn't take long, though, to see why Maine is such a notable cruising ground: 6,000 islands along 3,000 miles of ragged, rocky coastline; stunning landscapes decorated with beautiful structures both old and new; and remote hideaways just miles away from the life many of us live.

One island, Jewell, is one of the few State Parks. We were told the anchorage would be full and to avoid it. However, as we sailed by, only a few masts were visible above the land. We swung back into a perfectly protected sliver of water between two fingers of land and ended up discovering plenty of 'room at the inn'. Great hiking on well-maintained trails and views from atop an old submarine lookout tower made the stop well worth it.

We also learned a bit of history to explain the numerous abandoned forts and other military structures. During World War II, German submarines were a real threat to the Maine coastline due to the fact that Bath Iron Works in Casco Bay was the builder of a large number of US ships. The area needed a network of de-

Above, Point Judith from the mast-head. Right, deck-level view of one of the local 'character' charter boats.

fense. We saw a piece of an old underwater sub 'net', the likes of which were once stretched across inlets up and down New England. But not all. According to local legend, one German sub skipper boldly entered a local bay — and sent crew to town to buy groceries — before returning, undetected, to sea.

I think the place we remember most fondly is Acadia National Park. The fact that we struggled through a week of foggy and rainy weather (it's about 120 miles from Portland) to get there certainly enhanced the experience, especially since the sun came out as soon as we arrived in Northeast Harbor, and the skies remained brilliantly clear the whole four days we were there.

The harbor itself was beautiful beyond description, very quiet and only \$20/day for a mooring just a few hundred yards from the dinghy dock. From there, we could pick up a free shuttle with our bikes and set out to see the park. One of the most perfect ways to spend a day is to get a map of the vast network of carriage roads and ride a bike as far as your legs will take you. The packed gravel roads were built back when the land was used only by some of the wealthiest Americans. But now the roads have received a major upgrade and are open to the rest of us.

Sailing up Somes Sound, technically the only fjord in the lower 48, was another must for us, with a stop to anchor

in Valley Cove. From there, we hiked to the top of Flying Mountain, and later to Echo Lake, our only warm freshwater swim in Maine. Thanks to those aforementioned rains, there were dramatic waterfalls cascading over the rocks. One last highlight on our trip was sailing through Eggemoggin Reach on one of those days when everything is perfect: a warm 15 knots on the beam, reaching through a 15-mile passage between Deer Isle and the mainland, with head-turning scenery the whole way.

The summer was planned to get us acquainted with cruising before heading



out into deeper water and even more unfamiliar lands. In this respect we have come a very long way. We have gained so much experience that will benefit us in the upcoming year. We have also gained as a family. Before this, we had never been aboard a boat together for more than a week. We found that we not only still talk to each other, but that everyone has become more confident in all aspects of being on the water, as well as knowing what our limitations are. (That said, Frances and the kids have decided that sailing two weeks non-stop in the ocean is not a great way to enjoy themselves, so they will fly to Puerto Rico to meet the boat when it arrives.)

All in all, our summer in New England was a win-win situation. We explored some neat places, got the hang of the boat and cruising, and are tighter than ever as a family. Before we started this whole adventure, I wondered if I'd even be married after three months on a boat. Now everyone is looking forward to sailing the Caribbean.

— *chris and frances havel*

Readers — Since this article was written, the Havel family has been enjoying the Caribbean. They planned to head west last month, transit the Canal in March, see a bit of Central America and Mexico and be back in the Bay by July.



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relative to the bottom," I said. "And the up-tide end, too."

"No way," she asserted. "Gotta be the upwind end relative to the water."

This didn't make any sense to me at all. The buoy was tied to the bottom, not free floating. So was the windward mark.

"Well, you definitely want to start on starboard," said the owner of the boat, "because of the lee bow effect in this tide."

Lee cringed.

"Like, it doesn't make any difference which way the bottom is moving. You're racing through the water, so the wind direction relative to the water is all that counts. If a boat luffs up to check wind direction, they will be carried with the tide at two knots. So like, the wind direction they'll measure is the wind direction bent towards the right end of the line. That's why they all thought the boat end was favored."

"But the lee bow effect...."

"Still, the pin end," I insisted, "is the upwind end relative to the windward mark. . ."

BLLAAAAAAAAAAAA!

Another poke in the ribs reminded me to raise the P flag for the next start.

ing target in this current — then it's the wind over the water that you should use to determine favored end."

We were not convinced, and neither was the next class to start, with boats spread out down the line. But Lee was right, the boat-end starters crossed ahead of the pin-end starters who had to tack for clear air. Subsequent starts, involving smaller boats and less crowding, were a little easier to manage.

"Only problem," said Lee after the last start was away, "is that I think it is going to be a fetch to the first mark after all. That changes everything. So like, even though it looks like we sent them to a mark right upwind, the tide made it possible to fetch on starboard without tacking at all, and those boats that started at the pin and never tacked did it right."

We ate our sandwiches, drank our beer and discussed race tactics while watching the fleet struggle around the course.

*"Think of it
as a moving target
in this current."*

exactly the same on both tacks."

They argued on, but Lee held back on the various easy proofs, letting the poor guys make one incorrect assertion after another.

The subject only changed when the fleet leaders approached the leeward mark. Most of these boats had asymmetrical spinnakers, and were sailing fairly hot reaching angles in the light air.

"Looks like they're being forced to sail a little below their best VMG," I observed.

"If it was a run they could reach up, but that last leg is too high to tack downwind and too low to sail a fast reach."

"BZZZZT! Wrong!" said Lee. Now it was my turn to be on the wrong side of a technical debate. "Doesn't matter what the rhumbline angle is. If it's inside the best VMG reaching angle for the wind speed, then it always pays to hot it up and sail best VMG. If the course is a deep reach, all it means is that you spend a lot more time on one jibe than the other. It's just like going upwind — you don't pinch for a whole leg just 'cause a mark is a little above your close-hauled sailing angle."

I had to think this one through a little, but Lee helped me out with a diagram on the back of one of our lists of starters.

"I mean, you still have to guess right on the wind shifts, and avoid the natural impulse to sail a little hotter than best VMG if you're close to rhumbline and the wind goes light. Also, if you only expect a small shift, it always pays to tack or jibe a little below the layline. That way a shift in either direction is to your advantage."

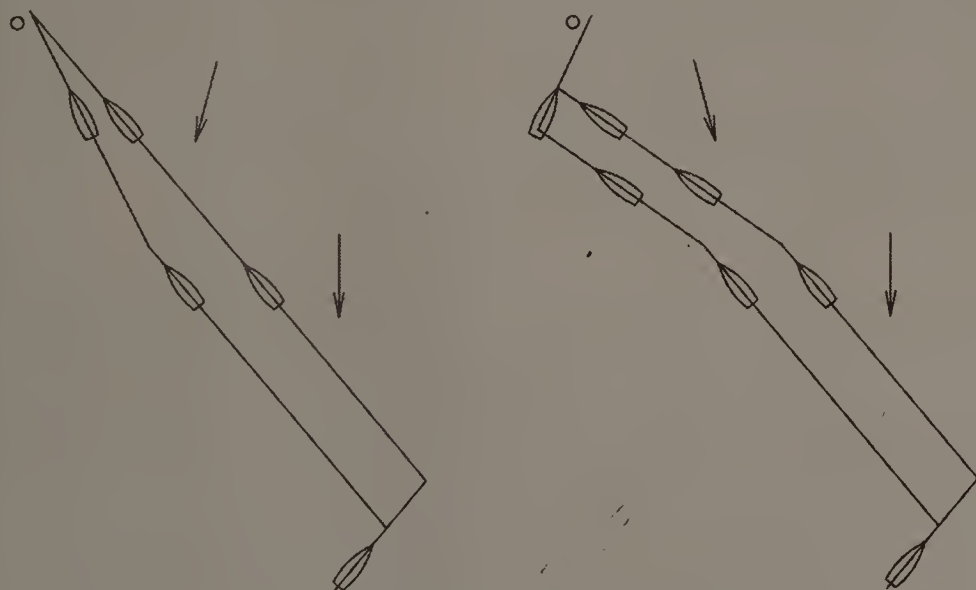
"How so?" asked the owner.

"Going upwind, if you tack just below layline, a small lift will lift you up to the mark — and if you had been on the old layline then you would have overstood. But like, if the wind heads, then you are more on the headed side of the course than if you were on the old layline, and gain that way. Same thing downwind, only reverse lifts and headers."

"What about the geographic wind shifts," I asked. "The ones that are always in the same place on the Bay?"

"I know the rule of thumb for that," said the RC Chair: "Always tack or jibe to the inside of curving wind."

"For sure," confirmed Lee, and she drew a diagram to demonstrate why.

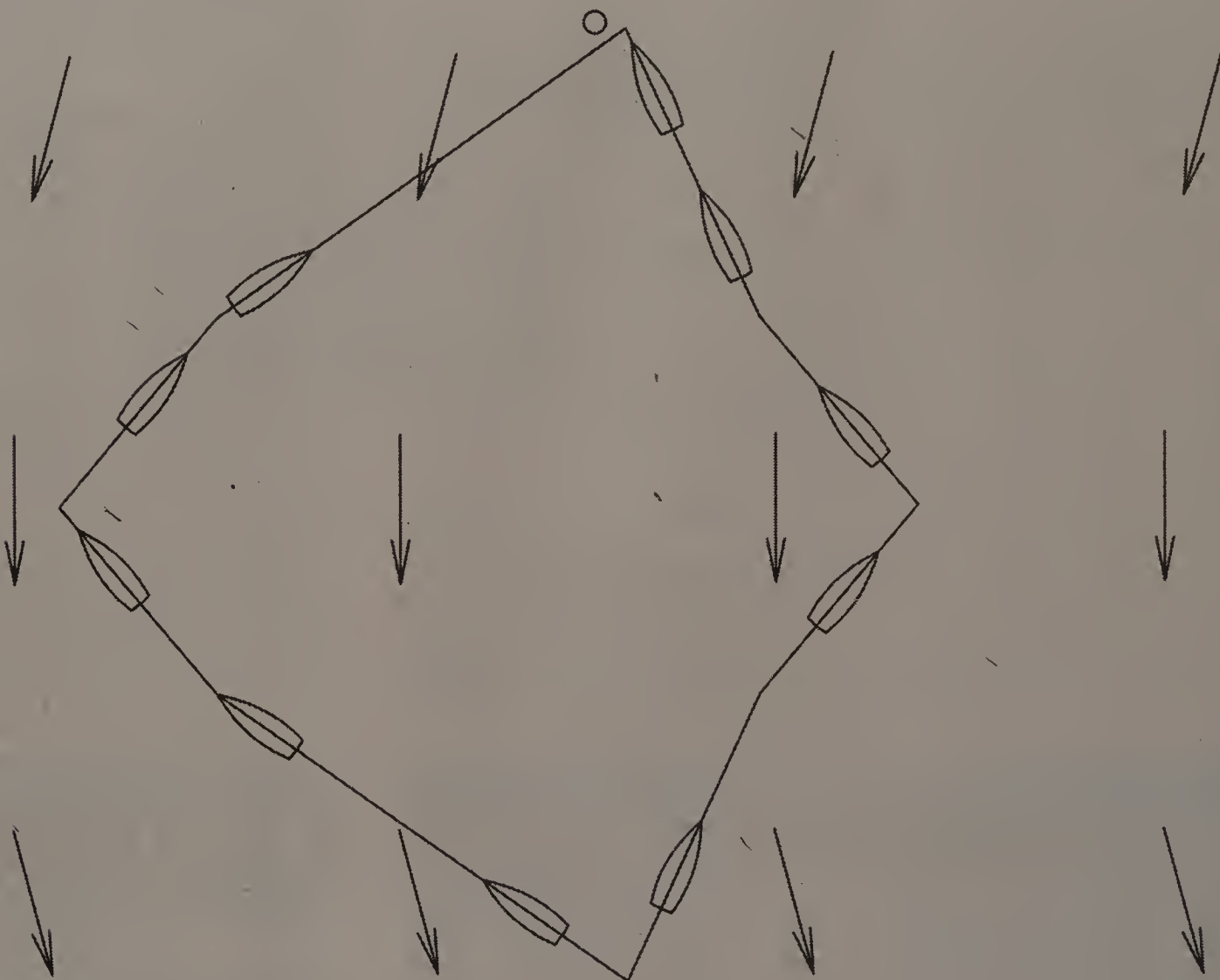


A windshift in either direction favors the boat that tacks short of the layline.

"Think of it this way," said Lee. "If boats start at opposite ends of the line, the one at the boat end will cross in front of the one that starts at the pin end. As long as it's not a fetch to the first mark — which you can, like, think of as a mov-

"See the advantage of the lee bow effect?" said the owner. "Everyone on starboard is pointing higher."

"Over the bottom, for sure," said Lee. "Thing is, through the water, lee bow effect is like, total illusion. The boat sails



In bending wind, always tack or jibe to the inside of the bend.

Fortunately, there was a lot of food on the RC boat, because there was not a lot for us to do as the fleet stalled completely in the dying wind. We couldn't move the finish to shorten the course, because the big class had already rounded the last mark before the finish. Nearly everyone we could see was anchored.

"Don't worry, the tide will change before it gets dark," I said.

"But that won't get them across the finish line," said the RC assistant. "They'll all just drift in the other direction."

"They can drag across the tide," Lee reminded us. "It's an ancient sailing ship technique called 'clubbing.' Just shorten

scope, tie the rode off near midships, and turn the boat at an angle to the rode to cause it to drag sideways. With a little skill you can go at least 45 degrees to either side of the tide direction."

"But is it legal?" I asked. "Doesn't propulsion have to be from 'wind on the sails' according to the racing rules?"

The RC Chair had her rulebook out in a flash and quoted chapter and verse: "A boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat."

"Okay, I guess that falls under 'trim of the hull' and 'using water to increase speed,' which seems to be allowed."

"It's like, certainly an act of seamanship, and a very traditional one too. Trouble is, the rules don't mention the force on the anchor as a means of propulsion. I mean, we're talking anchor as centerboard and keel as sail. With the right kind of anchor it should be possible to tack up-current."

We had to think this through for a while. At least Lee wasn't bringing up her imaginary windmill-powered boat that goes dead downwind faster than the true wind speed. I'm still not convinced of that one.

"What time is sunset?" asked the RC assistant after checking the Sailing Instructions once more to see when we could end the race and go home.

"Not for another two hours," I said.

"It's been getting later ever since De-

ember 12," said Lee.

"You mean December 21, right?"

"No, December 12. The amount of daylight is minimum at the solstice, on the 21st, but the earliest sunset is on or around the 12th. The sunrise keeps getting later 'til around the 30th. But like, I don't do sunrise."

Now we had something else to argue about. Sure enough, the published sunset times in the tidebook proved Lee right again. But her explanation, involving the inclination of the Earth's axis, apogees, perigees, sidereal time versus solar time, and the "analemma," — that funny little figure-eight thing drawn in the South Pacific on most globes — sailed right over our heads.

Two hours later the clock was run-

ning out on the fleet. Only one boat, the big racer that had been fooling around with us before the start, was approaching the finish line. First it looked like they would just make it, then it seemed they were going too slow, then they came up to the line in the last minute, crossing with only 30

seconds to spare.

"This means we have to wait for everyone else in the class to finish, too," I sighed.

"No it doesn't," said the RC Chair, "We wrote it so we can go home. Three more guns, please, and N over A."

"So everyone else is scored DNF? Happy birthday," I said in the direction of the solitary finisher.

On the way back to the marina, Lee tried to convince us that on March 21,

the day of the equinox, the bearing of the sunset would be due west regardless of the observer's latitude. It didn't make any sense to me, but she claimed a simple proof:

"If the sun is over the equator," she explained, "then the terminator — that's the edge of the shadow between day and night — is right along a meridian, so it's always a north-south line. The direction of the sunset has to be, like, at a right angle to the terminator, so the sunset always appears exactly due west."

We all learned a lot that day: Bring plenty of food and drink when you are on the RC boat; use the wind over the water, not over the bottom, for checking the starting line; tack or jibe short of laylines in shifty wind; and tack or jibe to the inside of bendy wind.

Also, never go out on the Bay in winter if you have opera tickets. And most important, always have a good story ready when someone from the yacht club asks if you're busy on Saturday.

— max ebb

*This didn't
make any sense to
me at all.*

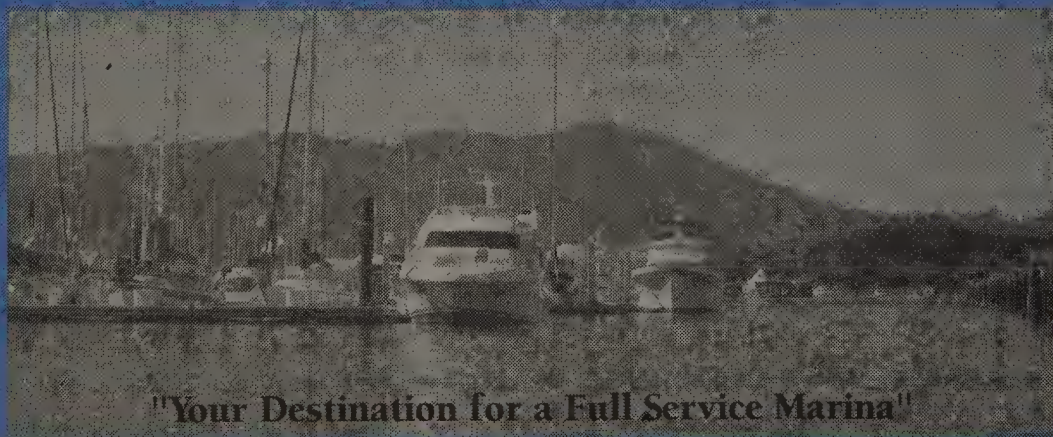
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THE RACING

With reports this month on the 2004 Rolex Yachtsmen and Yachtswoman of the Year; half a dozen light air midwinter races; the rainy Rose Bowl in Long Beach; and the usual random, disconnected thoughts we call race notes at the end.

Rolex Yachties of the Year

Olympic 470 gold medalists Paul Foerster (Rockwall, TX) and crew Kevin Burnham (Miami, FL), along with Lightning North American champion Jody Swanson (Buffalo, NY), were named the 2004 Rolex Yachtsmen and Yachtswoman of the Year in mid-January. Established in 1961 by US Sailing, and sponsored by Rolex Watch U.S.A. since 1980, these prestigious awards recognize the best performances by U.S. sailors in the calendar year just concluded. The trio will be honored — and receive the coveted Rolex watches — at the New York YC on February 25.

Foerster, 41, and Burnham, 48, are both Olympic veterans, but neither had won a gold medal before. Foerster, a four-time Olympian with two silver medals (FD in '92, 470 in '00), teamed up with Burnham, a three-timer with one silver (470 in '92, as Morgan Reeser's crew), in 2002 and spent two years training for

Burnham match-raced the Brits into oblivion, finishing 22nd (USA) and 23rd (GBR) to claim the gold. As the horn sounded at the finish line, Burnham celebrated the victory with a Rolex-worthy backflip, providing one of the lasting images of the Athens Games.

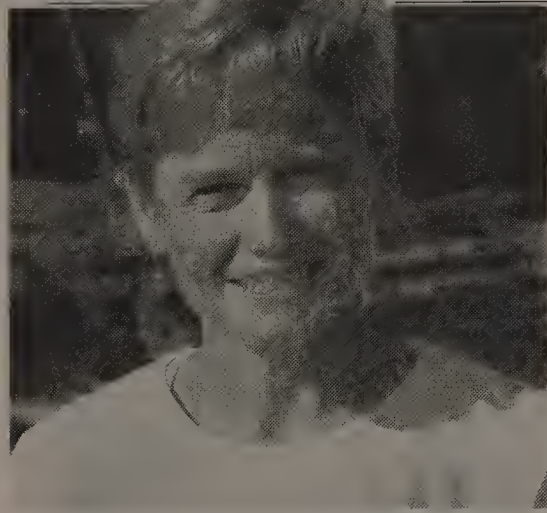
"I am very honored to be selected with my teammate Kevin as the 2004 Rolex Yachtsmen of the Year," said Foerster. "I have admired the accomplishments of the past winners and would like to thank all of Kevin's and my friends, family and coaches who made our accomplishments possible this past year."

"It's just a great honor to have this recognition for our efforts at the Olympics," added Burnham. "To have our names grace the trophy with all the great sailors in the USA is really something."

Foerster and Burnham were selected over a 'short' list of 13 candidates, which collectively was the strongest field of Rolex contenders we've seen in years. World match racing champion Ed Baird and Olympic Tornado silver medalists John Lovell and Charlie Ogletree were also seriously considered by the judges (a panel of 13 sailing journalists) but, in the end, Olympic gold — which can only be achieved every four years — trumped all else. Other nominees were 505 world champ Morgan Larson, circumnavigator Steve Fossett, Paralympic sailors Tom Brown and John Ross-Duggan, Farr 40 campaigners Jim Richardson and Terry

Hutchinson, Midwest dinghy sailor Skip Dieball, and J/105, J/80 and JY-15 NA champ Glenn Darden.

Jody Swanson, who previously earned Yachtswoman of the Year honors in 1989, picked up her second Rolex on the strength of topping a tough coed fleet of 103 boats at the Lightning NAs in Ontario last August. Prior to that event, Swanson, 39, also won the Women's Lightning NAs. "I just love the sport and racing sailboats," claimed Swanson, a versatile sailor who has also achieved success in 470s and Ynglings. "That is what keeps bringing me out there. Winning this award again is just as meaningful as the first time because it is such an honor. I was very honored to be nominated, and to win among this tal-

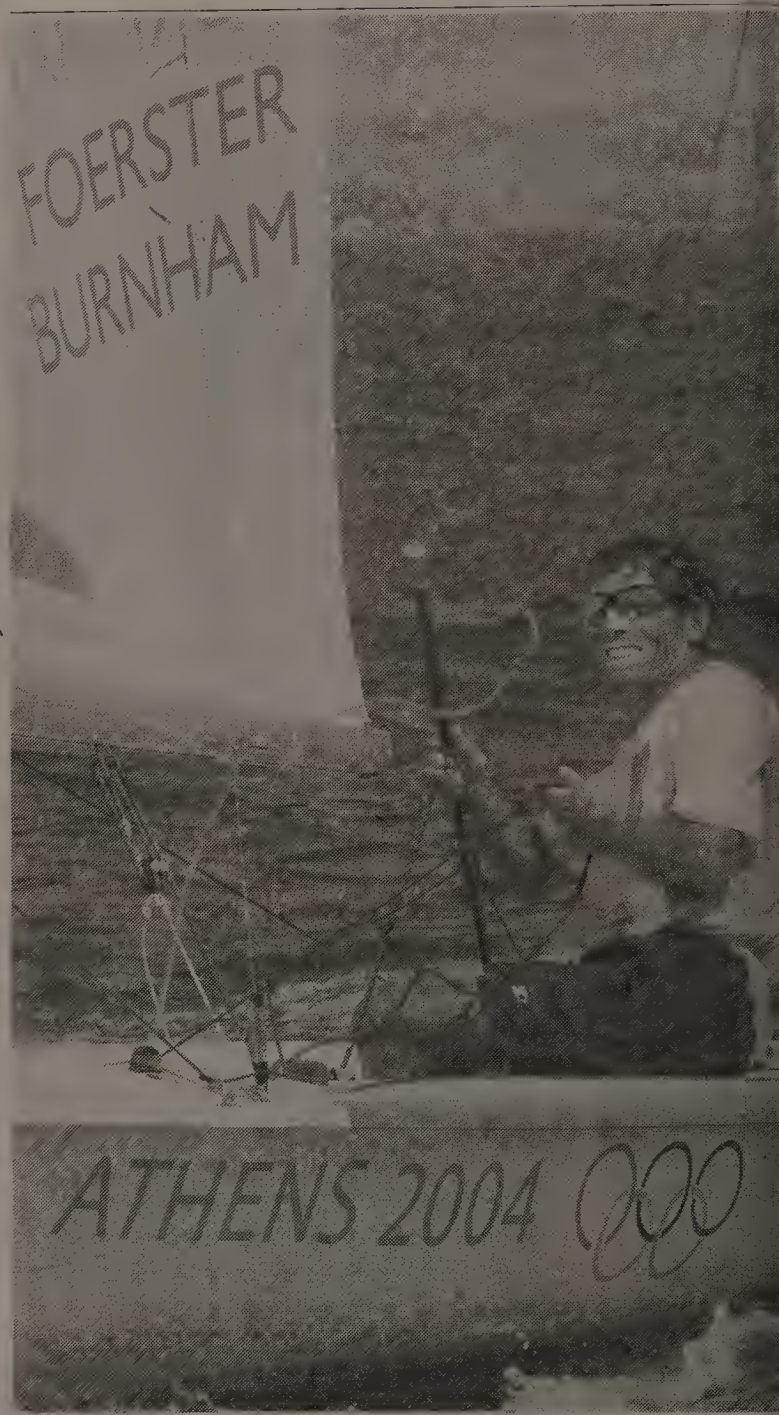


DAN NERNEY

Jody Swanson's win at the Lightning NAs over a 103-boat coed fleet earned her Rolex Yachtswoman of the Year honors.

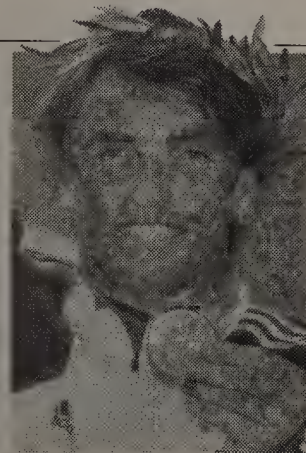
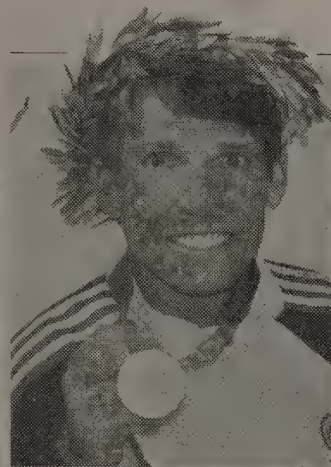
what boiled down to the final race in their 27-boat class at Athens.

With a silver guaranteed and a gold medal possible if they finished no worse than two boats behind the pre-regatta favored Great Britain team, Foerster and





Magic moment — Daniel Forster captured the unbridled joy of Kevin 'Backflip' Burnham and Paul Foerster as they won the 470 Olympic gold. Inset, Foerster (left) and Burnham.



March 6. One-time entries (\$10 daily fee) are encouraged, and any class that musters six or more boats will get its own start.

INSIDE BREAKWATER (5 races):

EL TORO — 1) Gordie Nash, 5 points; 2) Fred Paxton, 11; 3) David Liebenberg, 19; 4) John Liebenberg, 20; 5) Bruce Bradfute, 27; 6) Chris Straub, 28; 7) Vaughn Seifers, 30. (17 boats; 4 races)

OPTI — 1) Finn-Erick Nilsen, 9 points; 2) James Moody, 10; 3) Kaitlyn Baab, 16. (6 boats)

BYTE — 1) Trish Moratorio, 10 points; 2) Christina Nagatani, 15. (5 boats)

SOUTHAMPTON COURSE (3 races):

WYLIE WABBIT — 1) Erik Menzel/Attila Plasa/'Alysen', 4 points; 2) Bill & Melinda Erkelens, 5. (4 boats)

THISTLE — 1) Dan Clark/Janice Young/'Gergo', 2 points. (2 boats)

INTERNATIONAL 14 — 1) Kirk Twardowski/Jim Margeson, 6 points. (3 boats)

505 — 1) Mark Dowdy/Jason Bright, 3 points. (3 boats)

29er — 1) Art Lange/Max Fraser, 4 points. (2 boats)

CORONADO 15 — 1) Kevin Wasbauer/Claire Fishman, 3 points; 2) Alex Fishman/Steve Fishman, 7. (6 boats)

LASER — 1) Tim Russell, 7 points; 2) David Lapier, 9; 3) Roger Herbst, 9; 4) Walt Spevak, 12. (9 boats)

PORTSMOUTH — 1) Steve Lowry, Day Sailer, 5 points; 2) Roy Jordan, Sunfish, 13. (4 boats)

Full results — www.richmondyc.org

'OYC Sunday Brunch Series

A total of 35 boats have participated in the first two (of five) Sunday Brunch Series races, hosted by Oakland YC on the Estuary. The first contest, held in light air and rain showers on January 2, wasn't the best day for sailing, as the accompanying photos suggest. The second race, held two weeks later on January 16, was much nicer, featuring sunny skies and light winds. Two boats — Brant Adornato's Moore 24 *Spitfire* and Stephen Douglass' Capri 25 *My Tahoe Too* — are undefeated so far.

The popular Brunch Series, started by Anita and Ted Mattson (*Snow Goose*) and Denis Mahoney (*Irish Lady*) in 1990, continues to be a casual event that is perfect for entry-level racers. "Racing is the best way to learn to sail your boat," said race co-chair Diane Keech, "and our Series offers low-key competition, protected waters, and light winds — a great way to be introduced to racing."

for a complete list of past Rolex winners, arguably the most exclusive sailing club in America.

RYC Small Boat Midwinters

Dinghy sailors are a hardy lot, as evidenced by the 61 boats that turned out in the rain for Richmond YC's second midwinter race on Sunday, January 2. For once, the diehards got in all their scheduled races — five on the two courses inside the breakwater, and three on the Southampton course. Gordie Nash topped the biggest class, the 17-boat El Toros, earning unofficial MVP honors for the day.

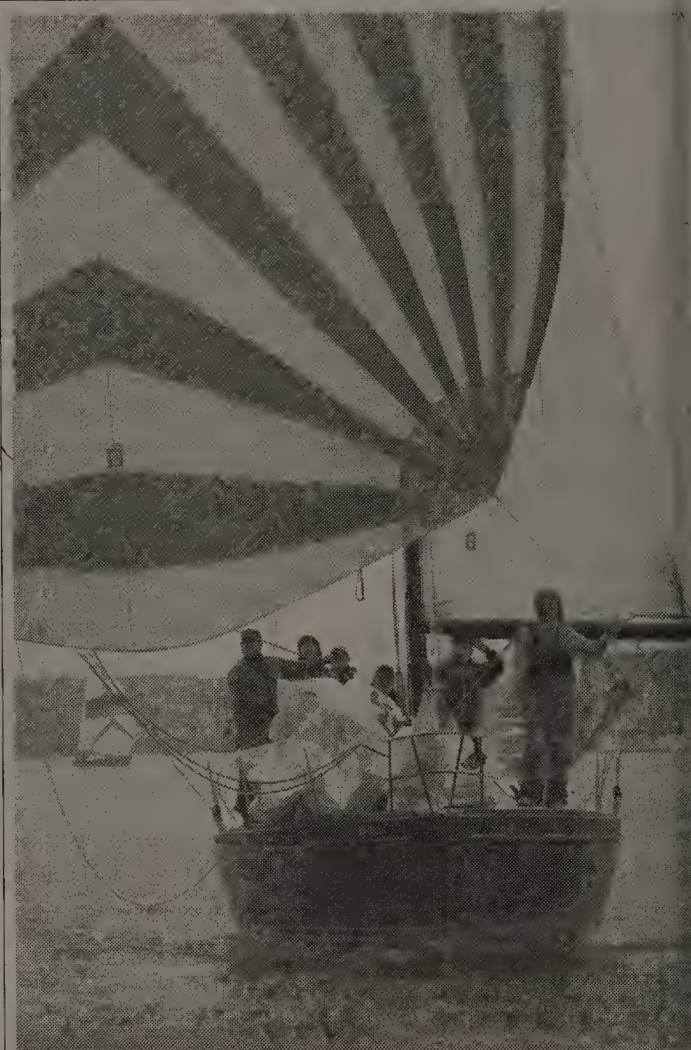
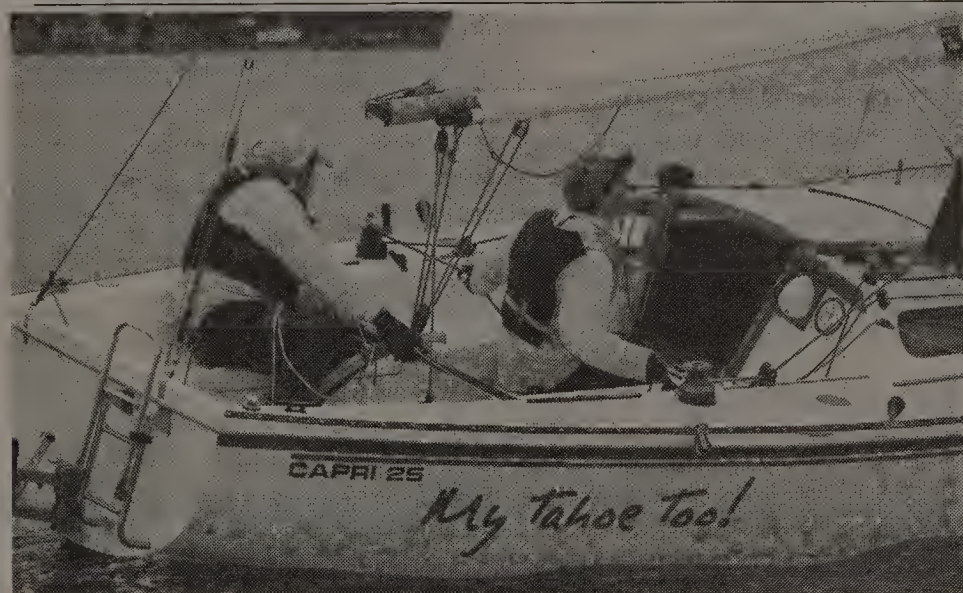
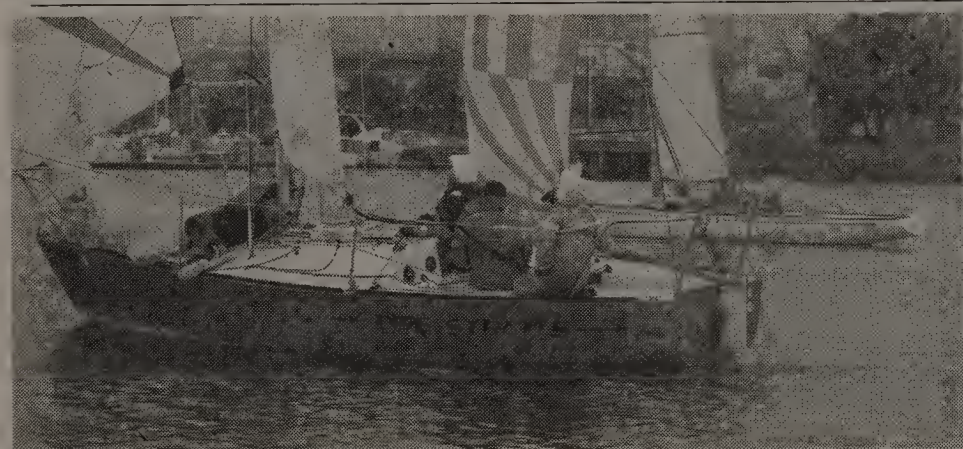
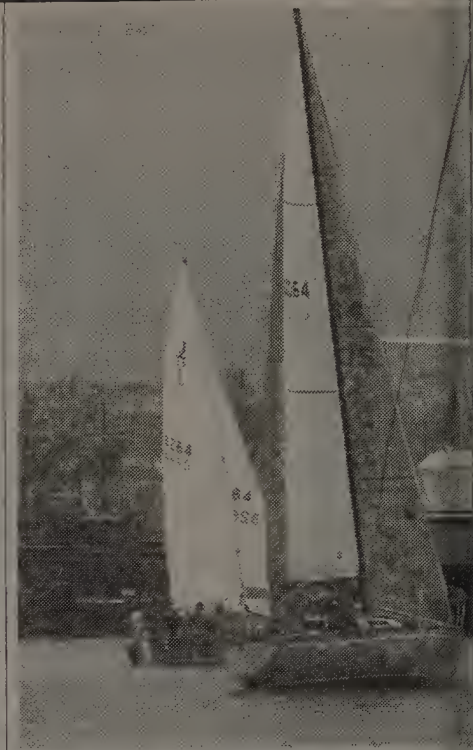
Hopes are high for better weather — and a bigger turnout — for the remaining two days of the series, February 6 and

ented group of women is such a thrill."

Swanson topped a 9-woman field, with women's world match racing champion Sally Barkow and junior sailing phenomenon Paige Railey also receiving votes. Other female nominees were match racer Cory Sertl and Olympians Lanee Beashel (Mistral), Carol Cronin (Yngling), Meg Gaillard (Europe), and Katie McDowell/Isabelle Kinsolving (470).

For additional information on the awards, including accomplishments of the 2004 nominees, check out www.us-sailing.org/awards/rolex. See page 172

ALL PHOTOS DANIEL FORSTER



In addition to serving brunch before the civilized 12:55 p.m. starting time, Oakland YC also holds classes on race days for beginning racers covering all sorts of topics, such as "How Not to Finish Last." Before the January 16 race, OYC also ran an hour of practice starts, using Channel 69 to talk the racers through the starting sequence. Unlike harder-core events, PHRF certificates aren't mandatory — if you don't have one,

Brunch is served — Scenes from OYC's rainy Brunch Series race on January 2, clockwise from upper left: 'Bandit' was the top Columbia 5.5; Div. A crawls off the starting line; standing tall on 'Logical Switch'; 'My Tahoe Too!' won the non-nylon division; and 'Dire Straits' inches downwind.

the RC will gladly assign a rating.

"We're purposely trying to keep it low-key and fun, all in the interest of attracting more sailors to the race course," said Keech. "Come out and compete for hats (daily prizes) or hot dogs (free after the races)!"

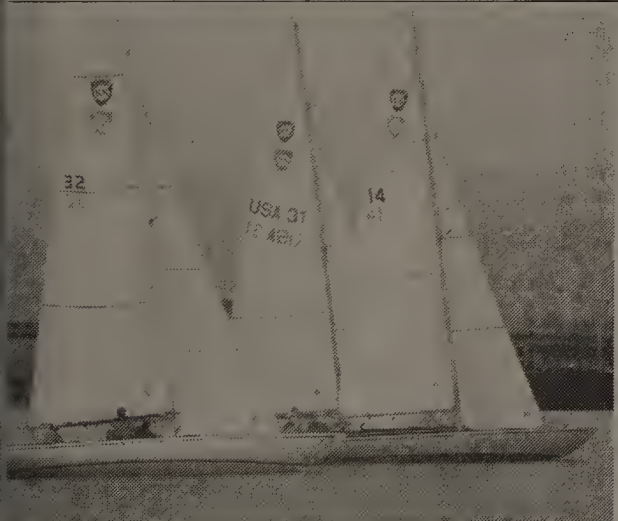
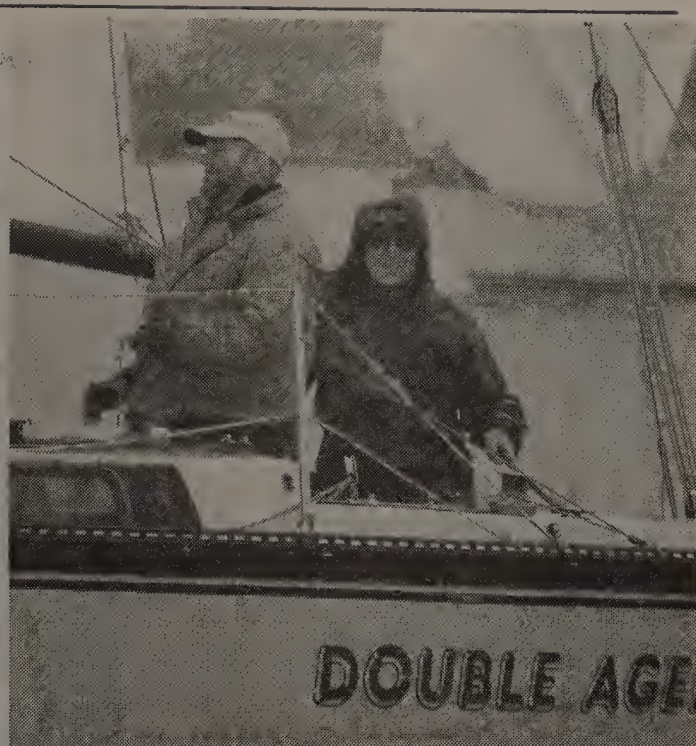
Cumulative results after two races fol-

low:

DIV. A (< 152) — 1) **Spitfire**, Moore 24, Brant Adornato, 2 points; 2) **Logical Switch**, Express 37, Fred Joyce, 4. (4 boats)

COLUMBIA 5.5 — 1) **Bandit**, Chris Shepherd, 4 points; 2) **Seabiscuit**, Steve Hutchison, 6; 3) **Alert**, Richard Humphery, 7. (5 boats)

DIV. B (152-191) — 1) **Double Agent**, Merit 25,



Sunday Brunch, cont'd — 'Double Agent' topped Div. B; 'Morning Dew' leads a procession of soggy spinnies; singlehanded foredeck follies on 'Vitesse'; a trio of graceful 5.5s (from left, 'Bandit', 'Wings', and 'Maverik'), and 'Raptor' was the lone multihull that day. All photos 'Latitude'/rob.

Robin Ollivier, 3 points; 2) Morning Dew, Kiwi 29, Vince Boley, 4. (4 boats)

FAT 30s — 1) Joanna, Irwin 30, Martin Jemo, 3 points; 2) Nice Turn, Cal 2-29, Richard Johnson, 5. (4 boats)

NON-SPINNAKER — 1) My Tahoe Too, Capri 25, Stephen Douglass, 2 points; 2) Diana, Islander 36, Steve Zevanove, 4; 3) Espresso, Hobie 33, Ken & Liz Williams, 9; 4) Green Onions, Alerion Express

28, John Tuma, 10. (11 boats)

PHRF C (> 191) — 1) Pip Squeak, Santana 20, Aaron Lee, 3 points; 2) A Tuna Matata, Santana 22, Bill King, 4. (4 boats)

MULTIHULL — 1) Three Sigma, F/27, Chris Harvey, 4 points; 2) Raptor, F-27, Todd Olsen, 5. (3 boats)

Full results — www.oaklandyachtclub.com

Sausalito YC Midwinters

Twenty-nine boats ushered in a new year of racing on Sunday, January 2, at Sausalito YC's third midwinter race. The day was less than ideal — rain and a shifty 8-12 knot southeasterly — but at least the race committee, under the guidance of PRO Jeff Zarwell, had an 'R' flag (reverse course) ready to match the conditions.

All classes were sent on course #12, in reverse, from the start at Little Harding

THE RACING

upwind to Fort Mason, then downwind to Channel Marker #2 at the head of Richardson Bay, and back to the finish. At least one boat rounded the marks the wrong way and was DQed, learning the hard way that the reverse course also changed the roundings from port to starboard.

The breeze held through most of the 6.5-mile race, but began fading rapidly as the afternoon wore on. The J/105s were offered a second race, but they wisely opted instead to retreat to the SYC clubhouse, where a fireplace, cocktails, race videos and daily awards awaited them.

J/105 — 1) **Hazardous Waste**, Cihak/Sack/Youngling; 2) **Lulu**, Don Wieneke. (5 boats)

DIV. A-1 (< 149) — 1) **Nina**, Olson 29, Rob MacDonald; 2) **Absolute 02**, Sydney 38, Keith MacBeth; 3) **Gammon**, Tartan Ten, Jeff Hutter. (8 boats)

DIV. A-2 (> 149) — 1) **Boog-a-Loo**, Cal 29, Nancy Rogers; 2) **Chorus**, Kettenburg 38, Peter English. (6 boats)

DIV. B-1 (non-spin < 175) — 1) **Youngster**, IOD, Ron Young; 2) **Basic Instinct**, Elliott 1050, Jan Borjeson. (4 boats)

DIV. B-2 (non-spin > 175) — 1) **Nordlys**, Knarr, Joel Kudler; 2) **Roeboat**, Catalina 30, Rod Decker. (5 boats)

SANTANA 22 — 1) **Elaine**, Pat Broderick. (1 boat)
Full results — www.syconline.org

Golden Gate YC Midwinters

Despite morning showers and small craft warnings, 53 boats showed up at 11 a.m. on Saturday, January 8, for the third Golden Gate YC Midwinter race. The faithful were rewarded with a surprisingly nice day of sailing, though the southwesterly wind and gigantic 5.6-knot ebb severely limited the race committee's course options.

The first three classes were sent on a spinnaker reach east to Blossom Rock, followed by a quick headsail reach on port to Harding Rock, then hardening up and eventually tacking over to Blackaller, and finally another close spinnaker reach to the finish. For most boats the race involved just one jibe (at Blossom) and one tack (at the Marin Headlands) — basically a parade around the Bay. The smaller boats did a 3.9-mile lap to Blossom and back, which kept them tucked up near the shore. The two fleets converged on the finish line from different directions, fortunately without incident.

"That was a calculated risk," said race chairman Gary Salvo. "Given the threatening weather pattern, we intentionally kept it short and sweet for both fleets."

Steve Madeira's J/120 **Mr. Magoo** topped sistership **Chance** by just 7 seconds to win the 17-boat big boat division.



The DK-46 **Zephyra**, which was first to finish the 7.4-mile lap in 1:03:34, corrected out three minutes after the two 120s to claim third in class. Another J/120, **Dayenu**, was fourth, just five seconds out of third.

Yucca, Hank Easom's long and lean 8-Meter, revelled in the waterline conditions, taking a third straight bullet in Division II. Two other boats — Tom Condry's Hawkfarm **Eyrie** and Peter Jeal's Folkboat **Polperro** — also have three bullets now, so with two races left in the series these three boats are the top contenders for the Manny Fagundes Seaweed Soup Perpetual Trophy (best performance in class).

Given the "drought-busting" rains and super-high tide that day, the Bay was a minefield of debris, logs, orange plastic road cones, and other junk. There were even human beings in the Bay, as some sort of deranged swimming event intersected the race on the leg down to Blossom. Near the end of the race, there was also a sailor in the Bay, albeit briefly.

Joss Wilson, longtime crew on Glenn Isaacson's various boats, fell off the foredeck of the Schumacher 40 **Q** during a spinnaker takedown in the final minutes of the race. Wilson, a professional diver and a strong swimmer, was wearing his red Musto life jacket and a dry top, and was never in any particular danger. He was quickly retrieved by the Mumm 30 **Sand Dollar**, which made good use of their open transom to fish Wilson out of the Bay. Joss was returned to **Q** at the dock,

fortunately none the worse for wear. **Sand Dollar** was given redress for their efforts, raising them from a 15th place finish to 7th.

The fact that **Q** doesn't have lifelines may have contributed to Wilson's unauthorized swim, but then other boats in the race — IODs, Folkboats, Knarrs and a J/100 — don't have lifelines, either. "The water was cold," reported Wilson. "I was only in the water about five minutes, but my energy was already seriously depleted. It's something for folks to think about — and it's not a bad idea to practice man overboard drills now and then."

DIV. I (< 70) — 1) **Mr. Magoo**, J/120, Steve Madeira; 2) **Chance**, J/120, Barry Lewis; 3) **Zephyra**, DK-46, Robert Youngjohns/Jeff Thorpe; 4) **Dayenu**, J/120, Jermaine/Payan; 5) **Grace Dances**, J/120, Dick Swanson; 6) **Outrageous**, Olson 40, Linkmyer/Brown; 7) **Sand Dollar**, Mumm 30, Erich Bauer; 8) **Shaddy Daddy**, Beneteau 40.7, Joel Davis. (17 boats)

DIV. II (70-141) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Faster Horses**, J/100, Doug Holm; 4) **Relentless**, Sydney 32, Arnold Zippel; 5) **Two Scoops**, Express 34, Chris Longaker. (11 boats)

J/105 — 1) **Lulu**, Don Wieneke; 2) **007**, Bruce Blackie. (4 boats)

DIV. III (> 141) — 1) **Eyrie**, Hawkfarm, Tom Condry; 2) **Xarifa**, IOD, Paul Manning. (6 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis; 2) **Mottley**, Chris Owen. (6 boats)

KNARR — 1) **Pegasus**, Peter Noonan. (3 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Freja**, Ed Welch. (6 boats)

Full results — www.ggyc.org



Seaweed Soup troupe — Division I of the GGYC Midwinters takes off for Blossom Rock on a relatively rare eastbound start.

EYC Jack Frost Series

Encinal YC's aptly-named Jack Frost Series continued on Saturday, January 15, with 35 boats on tap for two light-to-moderate air, shifty races. Attendance was down from the last race's 45-boat showing, possibly due to the cold, hazy weather and/or the perpetual scheduling conflict with the much larger Corinthian YC midwinters.

The Express 27 class, the backbone of the Jack Frost Series, quickly boiled down to The Battle of the Scotts — Scott Sellers' *Swamp Donkey* and Liga and Soren Hoy's *Attitude Adjustment*, with Scott Easom on the helm. It ended in a tie, with the *Donkey* winning the first race by 8 seconds, and *Attitude Adjustment* taking the second one by almost two minutes.

Series leaders at halftime are *Swamp Donkey*, *Magic*, *Encore*, and *Max*. Combined results of the January 15 race appear below:

EXPRESS 27 — 1) *Attitude Adjustment*, The Hoys/Scott Easom, 3 points; 2) *Swamp Donkey*, Scott Sellers, 3; 3) *Baffett*, Tom Baffico/Forest Baskett, 6; 4) *Moxie*, Josh Grass, 10; 5) *Desperado*, Mike Bruzzone, 12; 6) *Magic Bus*, Paul Deeds, 12; 7) *Mirage*, Terry Cobb, 13; 8) *Dianne*, Steve Katzman, 17. (17 boats)

PHRF A — 1) *Magic*, Tripp 40, John Rizzi, 4 points; 2) *Summer Moon*, Synergy 1000, Pohl/DeVries, 5; 3) *Stray Cat Blues*, J/35, Bill Parks, 7. (7 boats)

PHRF B — 1) *Encore*, Wylie Gemini Twin, Andy Hall, 5 points; 2) *Nixon Was Cool*, J/24, Chet Chauhan, 6; 3) *Wuvulu*, Islander Bahama 30, John New, 6. (8 boats)

ANTRIM 27 — 1) *Max*, Bryan Wade, 2 points. (3 boats)

Full results — www.encinal.org

Miscellaneous Midwinters

Following are results of various smaller Bay Area midwinter races, all of which fielded less than two dozen starters. The Alameda YC Midwinters, in case anyone is wondering, were canceled on January 9 due to no wind and a big ebb.

SOUTH BAY YRA (Oyster Point YC, Jan. 8):

BIG SPINNAKER — 1) *Spirit*, Hunter Legend 37, Wayne Weathers. (2 boats)

LITTLE SPINNAKER — 1) *Mer Linda*, Catalina 30, Mark Hale. (3 boats)

NON-SPINNAKER — 1) *Hot Ice*, C&C 110, Mike Haddock. (2 boats)

Full results — <http://sbbyra.home.comcast.net/>

ROBINSON MEMORIAL (LMSC, Jan. 8, 2 races):

EL TORO, SR. — 1) Art Lange, 2 points; 2) John Liebenberg, 4; 3) Fred Paxton, 7. (8 boats)

EL TORO, JR. — 1) Max Fraser, 2 points; 2) David Liebenberg, 4. (5 boats)

SUNFISH — 1) Roy Jordan, 3 points. (3 boats)

LIDO 14 — 1) Morie Oberg, 2 points. (1 boat)

SOUTH BEACH (SBYC, Jan. 8):

DIV. I (< 149) — 1) *Luna Sea*, J/105, Richard Smith; 2) *Moray*, 11:Metre, Mark Hecht. (5 boats)

DIV. II (> 149) — 1) *Animal Crackers*, Olson 25, John Lymberg. (2 boats)

DIV. III (non-spinnaker) — 1) *Dancing Bear*, Catalina 30, Ray Hall. (1 boat)

Full results — www.southbeachyc.org

SANTA CRUZ (SCYC, Jan. 15, 2 races):

CREWED — 1) *Go Dogs Go!*, Melges 24, Tim Hawkins, 2 points; 2) *Animal*, Sydney 38, French/Lezin, 6; 3) *USA-206*, Melges 24, Orion Pritchard, 8; 4) *Mojo*, SC 27, Jim Case, 8; 5) *Hanalei*, SC 27, Beat Naef, 10. (12 boats)

DOUBLEHANDED — 1) *Minor Threat*, Melges 24, Peter Dalton, 2 points; 2) *Summertime*, Moore 24 prototype, Klitza/LaFaive, 8; 3) *Nobody's Girl*, Moore 24, Syd Moore, 9. (7 boats)

505 — 1) *Essex Girl*, Mike Holt, 4 points; 2) #7156, Aaron Ross, 4. (4 boats)

Full results — www.scyc.org

Berkeley YC Midwinters

A depleted fleet — just 51 out of 120 entries — braved inclement weather on Saturday, January 8, for the third installment of the Berkeley YC Midwinters. "It was cold, windy and wet," noted race co-chair Bobbi Tosse. "Attendance was understandably light — the Tahoe contingent was snowed in, and the rest of the no-shows simply had more sense than the rest of us."

The race — the usual 8.8-mile course with 'E' as the upwind mark — was sailed in 10 to 30 knots of breeze, and, unlike the concurrent GGYC race, was pummeled by "50 jillion drops of water." According to Tosse, the chatter at the bar afterward indicated that everyone had a "thrilling" and "challenging" time.

Sunday's race, as usual, was much smaller (20 boats), and the weather was mellow (5 knots, tops). In fact, it was so mellow that an hour and a half after the start, no boats had made it the mile up to 'E', the first mark. "The winning strategy was to anchor and wait," said Tosse, who shortened the course to just two marks and 2.4 miles at 2 p.m. Eventually, 12 boats managed to finish before the 5 p.m. cutoff.

"The only interesting thing that occurred on Sunday was a runaway barge," related Tosse. "It escaped from the Bay Bridge project, loaded down with cement bridge parts, and was moving smartly toward the Gate. One of our racers spotted it and alerted Vessel Traffic Control, and two tugs eventually showed up and began pushing it back where it belonged."

Standout skipper of the weekend was Jim Fair, who piloted his trusty Merit 25 *Chesapeake* to emphatic victories on each day. After three of four races in the BYC series, Henry King and the crew of his Tartan Ten *Jeannette* have the best overall record of any boat on either day, sporting three bullets in Saturday's competitive SF 30 fleet.

SATURDAY SERIES (Jan. 8):

DIV. A (< 79) — 1) *Bodacious*, Farr One Ton, John Clauser; 2) *Advantage 3*, J/105, Pat Benedict.

THE RACING

(6 boats)

DIV. B (81-135) — 1) **Maguro**, Santana 35, Jack Feller; 2) **Wetsu**, Phil Krasner. (5 boats)

DIV. C (138-168) — 1) **Vivace**, Olson 25, Larry Nelson; 2) **Clean Sweep**, Olson 25, Tom Nemeth. (5 boats)

DIV. D (> 170) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Ypso**, Cal 2-27, Tim Stapleton. (6 boats)

SF 30s — 1) **Jeannette**, Tartan Ten, Henry King; 2) **Wishful Thinking**, Tartan Ten, Lester Gee. (6 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie. (2 boats)

NEWPORT 30 — 1) **Achates**, Robert Schock. (3 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg. (2 boats)

MERIT 25 — 1) **Chesapeake**, Jim Fair; 2) **Half Fast**, Bill Schwob. (5 boats)

MELGES 24 — No starters.

MOORE 24 — **Sparrowhawk**, Vaughn Seifers; 2) **Pair-O-Chairs**, Rowan Fennell; 3) **Numa Boa**, M. English/G. Combrisson. (7 boats)

J/24 — 1) **Snowjob**, Brian Goepffich; 2) **TMC Racing**, Michael Whitfield. (4 boats)

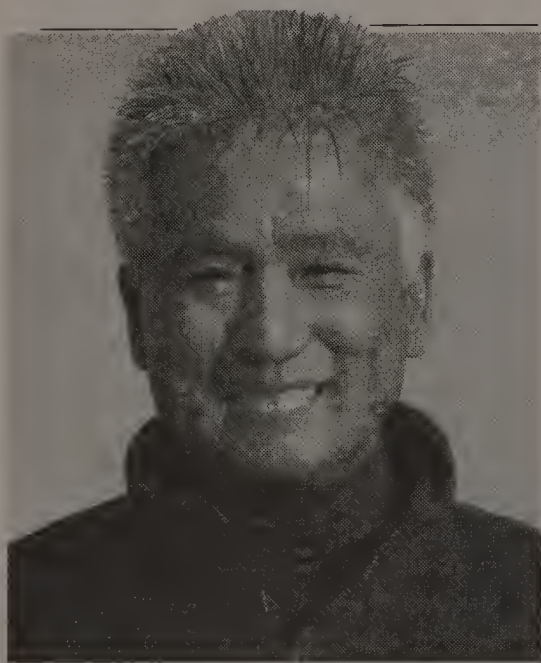
SUNDAY SERIES (Jan. 9):

DIV. I (< 91) — No finishers. (3 boats)

DIV. II (93-165) — 1) **Synchronicity**, Olson 25, Steve Smith; 2) **Shenanigans**, C&C 36, David Fiorito. (6 boats)

DIV. III (168) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Loose Lips**, Merit 25, Phill Mai. (5 boats)

DIV. IV (> 170) — 1) **London Calling**, Santana 22, Megan Dwyer. (3 boats)



LATITUDE ARCHIVES

King of the Berkeley Circle — Henry King, skipper of the Tartan Ten 'Jeannette', is currently undefeated in the BYC Midwinters.

OLSON 30 — 1) **Corsair**, Don Newman. (2 boats)
Full results — www.berkeleyyc.org

20th Rose Bowl Regatta

Chilly temperatures and heavy downpours did nothing to dampen the spirits of about 300 young sailors and their attendant entourage of race officials, coaches, and parents at the 20th Annual

Rose Bowl Regatta in Long Beach on January 8-9. Hosted by USC, and organized by the US Sailing Center and Alamitos Bay YC, the Rose Bowl continues to be the largest combined collegiate and high school regatta in the country. It also serves as an unofficial recruiting weekend, with college coaches scouting out the up-and-coming high school talent.

All racing occurred in 14-foot CFJs, with the top high schools (gold fleet) sharing center stage (off ABYC) with the collegiate sailors, while the high school silver fleet sailed further up the Bay in front of the Sailing Center. Each team of four sailors sailed 12 rounds, rotating boats between races on the beach.

When it was all over but the crying, host USC dominated the 24-team college field, topping runner-up UC Irvine by a comfortable 35 points. The #2-ranked USC Trojans (behind Brown) were led by two-time All-American Mike Anderson of San Diego, who sailed with lightweight Vanessa Decolibus on Saturday before switching to Greg Helias for Sunday's windier races. Harrison Turner skippered USC's B boat with crew Melanie Roberts. The top Bay Area college team was Stanford, which came in third on the strength of skippers Peter Deming (A) and Emery Wager (B).

In the high school competition, Point Loma nipped Newport Harbor JV by six points to win the 28-team Gold Division. Adam Roberts, a hot 17-year-old who won the 95-boat 420 class at the Orange Bowl Regatta in Miami two weeks earlier, led the Point Loma contingent with crew Megan Magill. Tyler Sinks skippered Point Loma's B boat, with three different crew as conditions changed. Marin Catholic was the top Bay Area high school, led by skippers Sean Kelly and Myles Gutenkunst. Acalanes HS (Lafayette), with the Encinal YC-based Grove and Maher siblings firing on all cylinders, ran away with the Silver fleet.

COLLEGE — 1) USC, 85 points; 2) UC Irvine, 120; 3) Stanford, 134; 4) Boston College, 153; 5) Georgetown, 153; 6) St. Mary's, 162; 7) Navy, 177; 8) Charleston, 203; 9) UC San Diego, 224; 10) Brown, 255; 11) UC Santa Barbara, 259; 12) Hawaii, 260; 13) Univ. of Washington, 278; 14) Maryland, 313; 15) Columbia, 351. (24 teams)

HIGH SCHOOL (GOLD) — 1) Point Loma, 129 points; 2) Newport Harbor JV, 135; 3) Newport Harbor, 145; 4) Point Loma JV, 171; 5) San Mateo/Menlo-Atherton, 173; 6) Marin Catholic, 211; 7) Corona Del Mar, 222; 8) Dos Pueblos, 239; 9) Sage Hill, 214; 10) Calvary Chapel, 274; 11) Venice, 283; 12)



Carlmont, 283; 13) Loyola, 354; 14) Agoura, 355; 15) Scotts Valley, 357. (28 schools)

HIGH SCHOOL (SILVER) — 1) Acalanes, 79 points; 2) Maria Carrillo, 128; 3) LB Poly, 156; 4) Santa Monica, 197; 5) Marin Catholic, 203; 6) Pacific Grove, 205; 7) Coronado, 211; 8) Soquel, 228; 9) Pacific Collegiate, 234; 10) PV Peninsula, 243. (24 schools)

Full results — www.usclub.org

Race Notes

Sale boats of the month: Philip and Debra Jensen of Alameda recently purchased the J/105 **Kookaburra** from Craig Mudge, who returned to his homeland of Australia for a business opportunity. . . Marin sailors Chris Bober and Maurice Myers just took delivery of a new J/105, hull #639, to be called **Pauhana**. . . San Diego sailmaker and sailing legend Vince Brun bought the Farr 40 **Flyer** (#17), which has been sitting on the hard at Nelson's for several years. The SoCal Farr 40 'silver fleet' is coming together rapidly, and we wouldn't be surprised to see a few more local 40s head south soon. . . Newport Beach sailor Doug Ayres bought the SC 70 **Pyewacket** back from the Great Lakes. Ayres is familiar with 70s already, as his family previously owned one called



Spread, one of the zillions of starts at the Rose Bowl Regatta. Inset, Acalanes HS sailors won the Silver fleet — from left, Lindsay Grove, Thomas Maher, Megan Grove, and Patrick Maher.

Drumbeat.

"Irie, mon": The **27th Pineapple Cup**, aka the MoBay Race, starts on February 4 from Fort Lauderdale. The 811-mile race course, which we think is one of the best in the world, winds through the Bahamas, down the Windward Passage, and over to Montego Bay. Headliners in this year's estimated 18-boat fleet include four TP-52s (*Esmo*, *Sjambok*, *Lightwave*, ***Rosebud***) and Tom Hill's R/P 75 ***Titan***, the only boat really capable of threatening Z-5's 2003 course record of 2 days, 23 hours, 5 minutes. Follow the race at www.montegobayrace.com.

P.V. record smashed! Ten racing boats and 12 cruisers are gearing up for the **18th Del Rey-Puerto Vallarta Race** on February 11-17. All eyes are on the three big boats — ***Genuine Risk***, ***Pyewacket***, ***Magnitude 80*** — all of whom are widely expected to demolish the course record of 4 days, 23 hours (a relatively flimsy 9.5-knot average), set by the MacGregor 65 *Joss* way back in 1985. The Bay Area will

be represented in the 1,125-mile sprint by the Mac 65 ***Barking Spider***, owned by David Kory and his Tradewinds Sailing School, and the Mark Jones/Dick Watts collaboration on the TP-52 ***Flash***, with a crew consisting of Will Paxton, Rolan Brun, Peter Stoneberg, Skip McCormack, Joe Penrod, and Robin Jeffers. Other NorCal sailors sprinkled throughout the fleet include Dee Smith (*Magnitude*) and *Pyewacket* regulars Scott Easom, Ricky Brent, Hogan Beatie, and Stan Honey. See www.dryc.org for daily updates once the race starts.

Revvng up: Speaking of Palo Alto-based professional sailor **Stan Honey**, we won't be seeing much of him in the Bay Area until July '06, as he has signed on with skipper Moose Sanderson as *Team ABN AMRO's* navigator in the upcoming **Volvo Ocean Race**. Stan is already at ABN's base camp in Portimao, Portugal, where the first of their two new Juan Kouyoumdjian-designed Volvo 70s just hit the water. "It looks great!" reports Honey, who currently is the sole American sailor among the six boats expected for the 9-leg circumnavigation — *ABN AMRO* boats 1 and 2 (NED), *Atlant Ocean Racing* (SWE),

Brazil 1 (BRA), *Premiers Challenge* (AUS), and *Telefonica Movistar* (SPA).

"Our race boat will be the sec-

ond one, and will be staffed by pros," explained Honey, who will commute to the West Coast for the PV, Cabo and TransPac Races on ***Pyewacket*** prior to embarking on the Volvo Race on November 12. "The first boat will be crewed by younger amateurs, probably including some other Americans." Given the outstanding crew on the 'varsity' *ABN AMRO* boat, not to mention their early start and the two-boat program, we figure they're the boat to beat. Check out www.volvooceanrace.org for more.

Sainthood: The following six St. Francis YC sailors were honored for their contributions to the club in 2004: **Sven Svendsen** (Yachtsman of the Year), Susan Ruhne (Yachtswoman of the Year), Chris Perkins (Sailor of the Year), Morgan Larson (Small Boat Sailor of the Year), Norman Davant (Volunteer Award), and Matt Noble (Junior Yachtsman of the Year). . . Richmond YC singled out the following for their 2004 awards: **Mark Halman** (Sailor of the Year), Steve Seal/John Skinner (Mikey Murison Sportsmanship Award), The Liebenbergs (Malcolm Gregory Sailing Family Award), and Max Fraser (Junior Sailor of the Year).

Five and counting: **Grand Prix Sailing Academy** just bought its fifth 1D-35, Bill Wright's successful ***Zsa Zsa***. In a departure from their 'sensational' theme with their other 1D-35s, GPSA will keep *Zsa Zsa's* hull color (black) and name. Meanwhile, they've sold one of their fleet, ***Sensational*** (ex-*Center of Gravity*) to South Beach YC member and former Jeanneau 32 and '05 sailor Bob Turnbull, who will rename the boat *Jazzy*. With five 1D-35s now on the Bay, six in Seattle, and five or six still in San Diego, hopes are high for a solid 1D-35 turnout at this fall's Big Boat Series and the 1D-35 West Coast Championship, to be held in Seattle in early October.

Seeing the light: The **Pacific Cup YC** recently reversed its 25-year ban against multihulls, inviting the 'funny boats' to participate in their next race to Kaneohe (mark your calendars for July 3-7, 2006). The minimum length hasn't been decided, but a number in the 40-to-45-foot range seems likely. "The number of purpose-built racing multihulls that would be in-

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THE RACING

interested in this race is probably very small," commented PCYC board member **Paul Kamen**. "But there is a growing fleet of cruising cats in the mid-40 size range and up that are very well suited for the Pacific Cup, and we expect to attract enough of them for some good racing in the new multihull division."

Get used to it: **IRC** seems to slowly be building momentum in the Bay Area, with four opportunities to race under the new rule scheduled for 2005. The first one, RYC's **Big Daddy Regatta** on March 12-13, is almost upon us. The Stone Cup (May 21-22), the Aldo Alessio (August 5-7), and the BBS (Sept. 15-18) round out the IRC menu. See the informative ad on page 155 to learn more

Rolex Yachtspeople of the Year

Year	Yachtsman	Yachtswoman	Year	Yachtsman	Yachtswoman
1961	Buddy Melges	Timmy Schneider	1983	Dave Curtis	Wendy Thomson
1962	Bus Mosbacher	Sue Sinclair	1984	Bill Buchan	Betsy Gelenitis
1963	Joe Duplin	Leggie Mertz	1985	Ken Read	K. Steele/H. Backus (tie)
1964	Bob Bavler	Jane Pegel	1986	Dennis Conner	J.J. Isler
1965	Dick Tillman	Timmy (Schneider) Larr	1987	Ed Adams	Susan Dierdorff Taylor
1966	Bill Cox	Jerie Clark	1988	John Kostecki	A. Jolly/L. Shore (tie)
1967	Bus Mosbacher	Betty Foulk	1989	Larry Klein	Jody Swanson
1968	Lowell North	Jane Methot	1990	Jim Brady	Courtenay Becker
1969	Robert P. Johnson	Jan O'Malley	1991	Ed Adams	J.J. Isler
1970	Ted Turner	Jan O'Malley	1992	Kevin Mahaney	Julia Trotman
1971	Ding Schoonmaker	Jane Pegel	1993	Cam Lewis	Betsy (Gelenitis) Alison
1972	Buddy Melges	Jane Pegel	1994	Ken Read	Danielle Brennan
1973	Ted Turner	Sally Lindsay	1995	Ed Baird	Cory Serfl
1974	Ted Hood	Sally Lindsay	1996	Dave Ullman	Courtenay (Becker) Dey
1975	Dennis Conner	Joan Ellis	1997	Chris Larson	J.J. Isler
1976	Lowell North	Allison Jolly	1998	Paul Cayard	Betsy Alison
1977	Ted Turner	Jan O'Malley	1999	Eric Doyle	Dawn Riley
1978	Buddy Melges	Bonnie Shore	2000	Reynolds/Liljedahl	J.J. Isler/P. Glaser
1979	Ted Turner	Nell Taylor	2001	Steve Fossett	Cory Serfl
1980	Dennis Conner	Lynne Jewell	2002	John Kostecki	Liz Baylis
1981	Dave Curtis	Betsy Gelenitis	2003	Augie Diaz	Hannah Swett
1982	Randy Smyth	Betsy Gelenitis	2004	Foerster/Burnham	Jody Swanson

about the 'new' rule, as well as how to get an IRC certificate. "The IRC rule is a simple, yet fair, single-number rating rule," claims **Barry Carroll**, boatbuilder turned US-IRC executive director. "It's designed primarily for racer/cruiser boats

(TP-52, Mark Jones), *City Lights* (SC 52, Tom Sanborn), **Morpheus** (Schumacher 50, Jim Gregory), *Enzo* (Hobie 33, Bill Erkelens), and the tiny *E.T.* (Antrim 27, Jim Antrim/Bill English). . . Meanwhile, the **43rd TransPac**, which will have stag-

and is in use in more than 30 countries. This year we expect more than 7,000 boats worldwide to compete under IRC."

Nice numbers: Wow! 52 boats were entered in Newport Harbor YC's **Cabo Race**, scheduled for March 19-20, last time we checked www.nhyc.org. Bay Area boats heading down for the Cabo revival are *Flash*

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gered starts on July 11, 15 and 17, already lists 30 paid entries at www.transpacificc.org, including Bay Area boats *Barking Spider* (Mac 65), *Sensation* (1D-35) and three Cal 40s — *California Girl*, *Illusion*, and *Shaman*. This is the 'Centennial Celebration' (the first TransPac was in 1906), and organizers are projecting a bigger turnout than usual.

Miami vice: The **16th Rolex Miami OCR** was underway as we write this, with 217 boats, including 40 Stars and 46 Lasers, from 26 countries competing. That's down substantially from 323 boats last year, but this attrition is normal after an Olympic year. Bay Area sailors at the OCR include **Morgan Larson**, sailing a 49er with Olympian Pete Spaulding, **Liz Baylis** (Yngling with Nancy Haberland and Katie Pettibone), Peter Vessella (Star), Philippe Kahn (Star), Shark Kahn (49er), Doogie Couvreur (49er), Molly Carapiet (470), Krysia Pohl (470), and others. Check out www.ussailing.org to see who did well.

Random notes: According to the TP 52 website (<http://www.transpac52.org/>



Silver sea gods — Olympians John Lovell and Charlie Ogletree were dominating the Tornado class at the Miami OCR as we went to press.

[NewsArticles/buildtable.htm](#)), there are **17 more TP 52s** in various states of design and construction. "Think inside the box!" says executive director Tom Pollack. "By spring of 2006, there should be 28 TP-52s representing 12 countries and 9 designers." . . . The latest **ISAF World**

Match Race rankings show **Ed Baird** (USA) once again at the top of the men's heap, followed by Peter Gilmour (AUS) and James Spithill (AUS). Meanwhile, **Marie Bjarling** (SWE) continues to dominate the women, with the top Americans in 10th (Betsy Alison) and 11th (Liz Baylis). See www.ussailing.org/matchrace for complete lists.

Another nasty one: **Aera**, the IRC-ori-

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THE RACING SHEET

ented Ker 55 that won the BBS last fall, was the overall winner of the **60th Sydney-Hobart Race**, which, not coincidentally, was scored under the IRC rule this year. Skipped by British yachtsman Jez Fanstone under the Royal YS burgee, *Aera* topped the large 116-boat fleet in gale force conditions. Half the fleet (57 boats) retired from the brutal 628-mile race, and several prominent boats blew up — Grant Wharrington's radical 98-foot super-maxi *Skandia* was abandoned after the hydraulic ram which cants her keel snapped, jamming the lead bulb hard over to starboard. The \$4 million uninsured Don Jones-designed boat eventually flipped, and, though it was subsequently recovered, it was deemed totalled. Wharrington is now suing the designer and manufacturer of the hydraulic system.

The other big maxi in the Sydney-Hobart Race, the 98-foot *Konica Minolta* (ex-*Zana*), also withdrew with structural

Key West Race Week Boats of the Week

Year	Boat	Type	Skipper
2005	<i>Pegasus 575</i>	Melges 24	Bill Hardesty
2004	<i>Mean Machine</i>	Farr 40	Peter De Ridder
2003	<i>Zuni Bear</i>	J/105	Rich Bergmann
2002	<i>Atalanti XI</i>	Farr 40	George Andreadis
2001	<i>Atalanti XI</i>	Farr 40	George Andreadis
2000	<i>Heartbreaker</i>	1D-35	Bob Hughes
1999	<i>Hi Fling</i>	CM 60 (IMS)	Irvine Laidlaw
1998	<i>Abracadabra</i>	1D-48	Jim Andrews
1997	<i>Windquest</i>	1D-48	Dick & Doug Devos
1996	<i>Brightstar</i>	N/M 47 (IMS)	Richard Breeden
1995	<i>Infinity</i>	N/M 49 (IMS)	John Thomson
1994	<i>Thomas I-Punkt</i>	Mumm 36	Thomas Friese
1993	<i>Highland Fling</i>	Swan 53 (PHRF)	Irvine Laidlaw
1992	<i>Gaucha</i>	Farr 44 (PHRF)	Christian Schmiegelow
1991	<i>Lonia</i>	Ben. First 41 (PHRF)	J. Matney & C. Stacey
1990	<i>Babe Ruthless</i>	N/M 30 (PHRF)	Larry Harvey
1989	<i>Diabliesse</i>	Beneteau 42 (PHRF)	Rod Sellers
1988	<i>Brigadoon</i>	Frers 41 (PHRF)	Robbie Pierce

damage after free-falling off a gigantic wave. That opened the door for Ludde Ingvall's brand-new 90-foot *Nicorette* to take line honors in 2 days, 16 hours, more than 21 hours off the record. Not to be left out of the carnage-fest, two weeks later, while sailing around in mild conditions during a corporate sail with their sponsor's clients, *Nicorette's* rig fell

down.

Junior jottings: More than 660 competitors from 11 countries sailed in Coral Reef YC's **Orange Bowl Regatta** in late December, making this the biggest youth sailing venue in America. SFYC's **Sean Kelly** came in 7th in the 43-boat Laser class, the best showing among the dozen or so Bay Area kids to make the trek to Florida. . . . Scotts Valley HS senior **Brooks Reed**, who has been accepted for early admission by MIT, dominated the 32-boat Division 'A' at RYC's Little Daddy Regatta (aka NorCal #4) in CFJs on January 22. . . . Two mostly-local 29er teams — **John Heineken/Matt Noble** and

Marcus Bernal (Santa Barbara)/**Jonny Goldsberry** — went Down Under in December for the Sydney International Regatta and the Australian 29er Nationals. Both teams finished respectably, especially in the heavy air races, which bodes well for their chances when St. Francis YC hosts the **29er Worlds** on the Cityfront on July 2-10.

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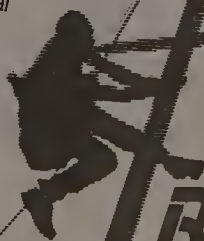
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With Part Two of our special report on **Chartering in the Aegean**, as well as miscellaneous **Charter Notes**.

The Cruising Grounds of Greece and Turkey, Part II

If you tuned in to these pages last month, you'll recall that we focused on the sun-kissed cruising grounds of Greece, promising to feature Turkey's Turquoise Coast this month.

In our intro last month, we pointed out that both countries can boast a sun-baked climate during midsummer, with milder temperatures — as well as fewer tourists — in the late spring and early fall. We noted that both countries offer many late-model bareboats (primarily monohulls, but some multihulls) as well as a wide range of luxury crewed yachts.

Here are two of our strongest arguments for chartering in these Aegean countries: First, they both have fascinating cultural traditions which date back thousands of years, with a wealth of ruins and artifacts that are well worth visiting. Second, both cultures embrace a 'Mediterranean attitude' which leads them to value the simple things in life such as singing, dancing, dining and friendly conversation.

Before we delve into specifics on Turkey's cruising grounds, we should probably address an issue which is undoubtedly of concern to some readers during these troubled times, internation-

In the busy port cities, you'll have to be prepared to go in stern-to. The docks are abuzz with international chatter.

ally. Yes, Turkey is a Muslim country, but it is not controlled by fundamentalists, and has been a multiparty democracy, as well as a member of the U.N. and a NATO ally for more than half a century. In fact, Turkey is perhaps the most westernized country in the Muslim world, and is currently pursuing full membership in the European Union.

Almost without exception, sailors who travel the so-called Turquoise Coast, along the country's southwest 'corner', rave about the warmth of its people, the depth of its history and the unspoiled nature of many of its anchorages, especially in comparison to other parts of the Med and Aegean.

We don't pretend to be experts on Turkish waters, but an old friend — the late Richard Steinke — often sang its praises after doing two extensive summer cruises there aboard his classic, 45-ft Les Harlander sloop *Isobar*. We'll share some of Steinke's insightful notes in these pages, as he genuinely loved the region:

"The Turkish coastline is in many respects a sailor's paradise, with miles of unspoiled beauty, inexpensive yet delicious food, rollicking winds and, most of all, friendly people. Roman ruins are common and are seldom more than two days' sail from anywhere.

"For some reason the presence of substantial Roman and Greek ruins was a



surprise to me, notwithstanding the fact that Troy, Mycenae, Knossos and other ancient cities are located in Turkey.

"A typical anchorage is a small sheltered bay with crystal-clear water surrounded by bold mountains, and a solitary Turkish restaurant — sometimes two or three. Even at the height of the season in August there is little competition for space — at least by West Coast standards," wrote Steinke several years ago.

The region's largest charter bases are at the bustling port of Marmaris, which lies at the head of a well-protected bay, surrounded by green rolling hills. This ancient city is roughly in the center of the prime Turquoise Coast cruising grounds, which extends north to Kusadasi, and southwest to Finike. To explore it all thoroughly would take weeks, so you'll want to do a bit of homework and decide which stretch of coastline appeals to you most. With additional charter bases at Göcek, Bodrum and elsewhere, it's also possible to do one-directional trips, thereby maximizing what you can see. Also, due to



KIRIACOULIS MEDITERRANEAN

OF CHARTERING



TURKISH TOURISM

It's fun to shop, dine and party in the coastal towns of Turkey, but there are also an abundance of serene anchorages like this one.

the prevailing winds, it's easiest to sail one-directionally from north to south, i.e. Bodrum to Marmaris (see map, next page) or west to east along the southern coast, i.e. Marmaris to Göcek or Fethiye. The Dalaman Airport, by the way, is about an hour and a half from Marmaris and about a half hour from Göcek.

As we mentioned last month, the Aegean gets strong *meltim* winds (called *meltemi* in Greece) during the midsummer months, more so in the afternoons than in the mornings. For San Francisco sailors, a 25-knot breeze is usually welcomed, but as Steinke pointed out, "An hour or so of the Meltim is great sailing and enjoyed by all — a day of it is fun only for the hardy. We adopted the practice of getting early morning starts while the winds were usually a delightful 10 to 15 knots."

Steinke was a big fan of Kusadasi, largely because it is the site of the famous city of Ephesus, which was in its heyday six centuries before Christ. It is mind-boggling to think that its well-preserved Library of Celsus, Temple of the Goddess Artemis — once considered one of the Seven Wonders of the Ancient World — and a 24,000-seat amphitheater were built over 2,000 years ago!

Many consider Ephesus to be a must-see, but realistically, many sailors fail to get that far north on a typical bareboat trip out of the central coast charter bases. One strategy employed recently by some *Latitude* readers was to rent a car for a couple of days before their charter in order to explore Ephesus and other historic sites in outlying areas. Most veteran travelers agree that also spending a couple of days seeing the sights of Istanbul — the former Constantinople — greatly enhances any trip to Turkey. Places like the Topkapi Palace and the Blue Mosque will dazzle you even if you don't think of yourself as a history buff.

Home to Ottoman sultans for 400 years, at Topkapi you can check out the gems and artwork in the Treasury and even take a guided tour of the harem. (Unless you arrive in Turkey via Greece, you will undoubtedly fly in to Istanbul, then take a connecting flight to Dalaman.)

The larger cit-

ies along the Turquoise Coast all offer bargain-shopping for leather goods, handmade rugs, clothing and more — don't forget to barter — plus fine dining and supercharged nightlife. We should mention here that Turkey's beautiful beaches, hot summer sun and low prices attract a great number of Northern Europeans, primarily Germans, Brits and Scandinavians. Needless to say, the discos get wild.

If that's not your scene, though, take Steinke's advice and focus on the quieter anchorages — there are plenty of them: "Get used to the idea that you came to Turkey for small isolated anchorages, not bustling cities. . . The small anchorages are still unspoiled and the rewards for seeking them out are great."

There are a number of protected anchorages in the 15-mile-deep 'bay' (*körfezi* in Turkish) of Gulluk. Altinkum is a modern resort town there built around a spectacular beach. As such, it doesn't fit Steinke's criteria of being quiet and unspoiled, but it is the closest anchorage to the ancient city of Didim.

"I know of only two Oracles: Delphi, and Didim," wrote Steinke. "Perhaps there are others, but suffice it to say, Oracles (and their temples) are not common. Didim was one of the largest

If you want to avoid the strong 'meltim' winds which often ppe up in the afternoon, it's wise to get underway during the morning hours.



KIRIACOULIS MEDITERRANEAN



TURKISH TOURISM

If you don't believe that many Turkish anchorages are surrounded by pine-forested hills, here's the evidence.

temples in the ancient world, and a sister temple to the Temple of Artemis at Ephesus.

The temple was sacked by the Persians in 494 BC and rebuilt in 311 BC

after Alexander the Great reconquered the Persians. It then went into general decline and, aided by an earthquake in 1493, much of the temple has been destroyed. Only three columns of the original 120 are standing, but nevertheless the existing temple is very impressive. The stonework was laid so carefully that the joints between two- to five-ton

rectangular pieces of marble are essentially perfect. We could not do better today."

In the same vast bay of Gulluk, another favorite spot is Asin, which gives access to the ancient city of Lassus. It wasn't one of the most important cities of ancient times, but Steinke found the

ruins there to be the most impressive he came across during his coastal voyages.

"Lassus is best available by boat," wrote Steinke, "and tourists are nonexistent. One can wander the ruins at dawn or sunset in almost total isolation with cows, donkeys and even a horse or two sharing the tranquillity with you. There are remains of temples, mosaics, two amphitheatres, as well as a burial ground. It is essentially a series of "layered" ruins, with Greek overlaid with Roman and finally topped off by a castle from the Knights of St. John days.

"The adjacent town has a great deal of charm and genuine Turkish atmosphere, with a mosque and five daily calls to prayer. Men were playing a dice game and laughing kids played in our dingy until almost dark."

Another of Steinke's favorite spots was Gumusluk, near the principle city of Bodrum. In ancient times, it was known as Mindos. Among its claims to fame, Brutus came here after assassinating

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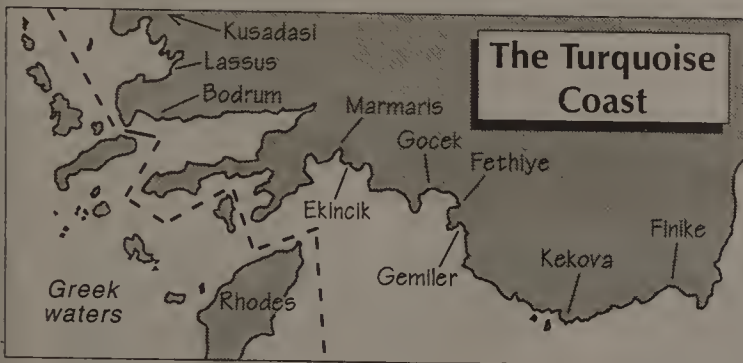
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Caesar!

"These days," wrote Steinke, "Gumusluk is best known for dining on seafood. Turkish tourists and nearby Bodrum residents drive here for dinner. Elsewhere in Turkey, fish of any size are surprisingly hard to find, and are expensive. Gumusluk offers a wide variety of very fresh fish, and at least a half dozen restaurants bordering the bay vie for your business. We introduced the Turks to the concept of 'grazing' as we ate at a different restaurant for the first course, main course, and an in-between course of giant prawns cooked with mushrooms and garlic. Delicious!"

Bodrum itself is one of the oldest cities along the coast, as it was founded in 1000 B.C. by the Dorians. According to Steinke, its magnificent castle, perched on a narrow peninsula, is its most interesting feature: "The Castle of St. Peter

was started by the Christians in 1402, and was finished in 1513, just in time

to be turned over to Suleyman the Magnificent in 1523, after he defeated the Knights of St. John at Rhodes.

"Inside the castle walls is an underwater archaeology museum said to be the greatest of its kind in the world. The most spectacular exhibit is a glass-carrying ship which sunk in 1025 A.D. Although the hull is a very sketchy restoration, the glass carried on board — either found perfectly intact, or reconstructed — was fantastic.

"We anchored near the castle, tying a line to shore. Unfortunately, there is no other nearby anchorage, and Bodrum's equivalent of a 'bar street' with discos blaring and strobes strobing all took place just off our stern. The music finishes at 5 a.m. when the crowds begin to disperse and the sun rises. I'm no longer a teenager, but if I were, I might well have been ashore partying instead



COURTESY STARDUST / SUNSAIL

Yeah, okay, we've used this shot before, but you've got to admit, it's alluring. Relics date back to ancient times.

of grouching about it!"

Steinke apparently never explored the coastline east of Marmaris, but there is much to see along the so-called 'Turkish Riviera' between Marmaris and

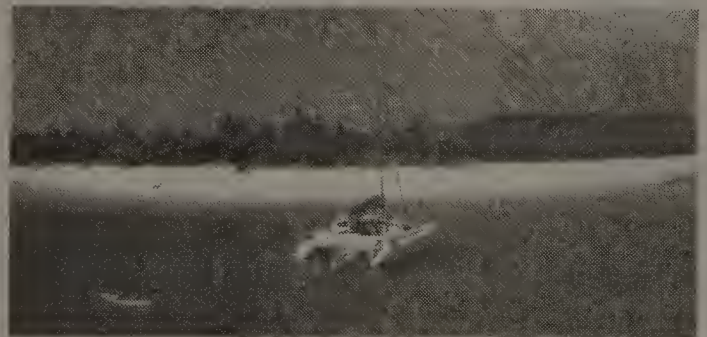
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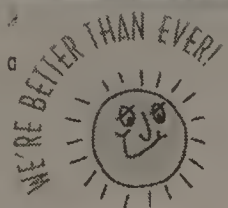
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TURKISH TOURISM

You don't have to be a history buff to enjoy sailing Turkish waters. But doing a little homework on the region will enhance your experience.

Finike.

One of the most interesting stops when moving east from Marmaris, is accessed from the small anchorage in front of the town of Ekincik. Dropping the hook

there, or at the small nearby island of Deliki, will give you access to the Dalyan River delta. Cruising up-river aboard a local launch, you'll pass through a nature refuge for sea turtles and blue crabs, then, coming around a bend, you'll see the magnificent tombs of Caunos, carved out of solid rock into a cliff face. Nearby is a Roman theater, a basilica, Roman thermal baths and a temple.

Fethiye is a busy resort city where your crew can get their fix of nightlife and shopping. But here, like all of the coastal cities, you'll need to get in early

in the afternoon in order to find a spot to med-moor (stern-to). Again, though, there are many anchorages nearby if peace and quiet is your preference.

Speaking of which, the peaceful anchorage at tiny Gimler Island is usually a highlight. Ashore, nestled in the pines are a variety of Byzantine ruins. As

reader Bill Myers wrote a few years back, "There are thousands of buildings, one on top of another, all broken down, mostly without roofs. Here and there arches were left standing that provide

Charter Contacts for Turkey and Greece

General Tourism Information:

Turkish Ministry of Tourism, see: www.tourismturkey.org/

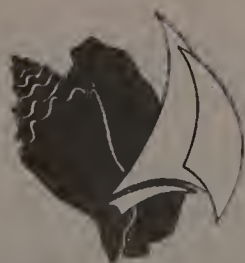
Greek National Tourism Office, see: www.gnto.gr/ or www.greek-tourism.gr/

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OF CHARTERING

ideal frames for photos of the sea and the neighboring coastal mountains."

The island is adjacent to the quiet little town of Olu Deniz, where "the Blue Lagoon" is a must for swimmers.

On Myers' trip, another favorite spot was Kekova Adasi, reached two days later after sailing past 'the Seven Capes' to Kas. "It's another island covered with ruins," he wrote, "some of which go right down into the sea. They can be viewed by motoring slowly along the shore, but diving (and digging for artifacts) is forbidden. A beautiful big sound opens out behind the island and the isolated village of Kale Koyu lies on the mainland side, just below the impressive ruins of a medieval castle." Myers' group liked this area so much, that they stayed for two days.

Whichever direction you choose to travel in, you'll find Turkey to be quite different from other places you may have chartered. Not only does the local history go back thousands of years, but when you get away from areas where

shorebound tourists congregate, you'll probably be delighted by the more genuine aspects of Turkish culture such as their ethnic music and dancing, and their traditional cuisine. As Steinke put it, "We found the

Turkish music played with a multi-stringed instrument and a Turkish flute to be charming, although the 'package tourists' seemed to prefer the discos."

The approach to provisioning is another aspect of chartering here that's different from, say, the Caribbean or the South Pacific. Since fresh provisions can be found at every little town, and dining is inexpensive at the Mom and Pop restaurants found at most bays, you really don't need to waste time stocking up on massive quantities of food and drink at



TURKISH TOURISM

Cruising the coast aboard a traditional Turkish 'gulet' would be fun, except they motor everywhere, even when the wind is perfect.

your charter base. We suggest just getting the basics, plus enough for a couple of days worth of cooking aboard. Having done this, you can be spontaneous as you explore one new anchorage after another. More often than not, you'll probably be enticed to dine ashore for dinner anyway — chicken, lamb and fresh veggies are the mainstays.

"Each town has a market day where

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WORLD OF CHARTERING



TURKISH TOURISM

The fabulous Topkapi Palace sits high atop a hill with a commanding view. For 400 years, it was home to the Ottoman sultans.

produce is brought in from the countryside to sell," wrote Steinke. "Vegetables are fresher than fresh. Both beer and wine are inexpensive in Turkey. I have never had a great Turkish wine, but never a bad one either."

All things considered, we think you'll find Turkey to be a wonderful chartering venue, regardless if you're twentysomething and looking for raucous nightlife or you're sixty-something

and looking for a serene anchorage to contemplate antiquity. With its strong summer winds, the Turquoise Coast has a lot to offer Northern California sailors who might go crazy chasing the zephyrs of the French Riviera and some other parts of the Med. So take our advice and check it out. And when you do, don't forget to write and let us know your impressions.

— latitude/aet

Charter Notes

We'll use the little space we've left ourselves to give you several reminders. First, even though you may still be tempted to put on long underwear in the mornings, spring and summer are just over the horizon, so to speak. Now is the time to **start planning your summer getaways** to the Aegean, the Pacific

Northwest, the Caribbean, the South Pacific or elsewhere. Remember, the 'early bird' gets the best boat.

Second, there's still time to find a boat for the late winter/early spring regattas in the Caribbean, but waste no time, as bareboats are going fast. The **St. Maarten Heineken Regatta** is slated for March 4 - 6 (www.heinekenregatta.com), the **BVI Spring Regatta** (and Sailing Festival) will be held March 28 - April 3 (www.bvispringregatta.org), and **Antigua Sailing Week** is April 24 - 30 (www.sailingweek.com). This could be your year!

Finally, as you may have noted in *Letters*, it's not too late to get your very own copy of the **BVI Charter Chef Calendar Girls** (calendar), which features some of the territory's finest chefs *au natural*. Like any good chef, however, they don't give away all of their secrets! Profits go to benefit **VISAR**, the British Virgin Island's excellent **emergency response** outfit, which has assisted many a charterer over the years. See www.bvicharteryachtchefscalendar.com for directions on ordering by mail.



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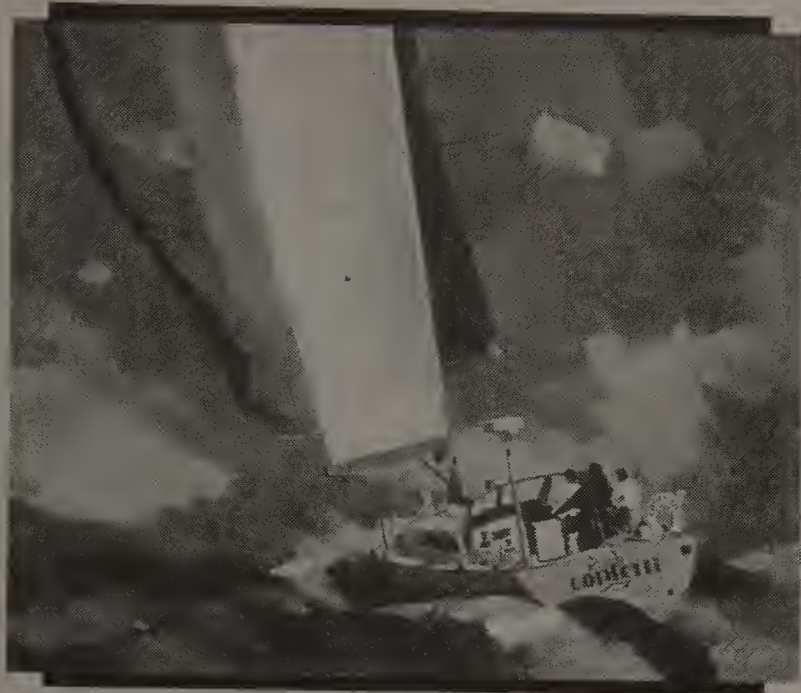
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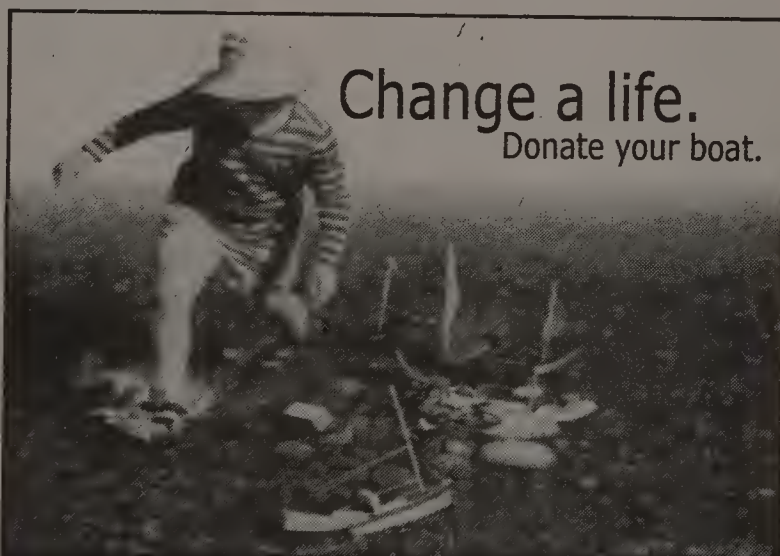
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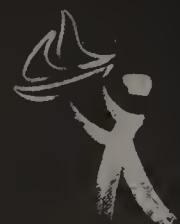
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CHANGES

With reports this month from **Nepenthe** on a surprise trip to Malaysia; from **Mary Ann II** on a nine-month cruise from California to Texas; from **Serendipity** on another season in the Caribbean; from **Suzy 9** on quitting work to sail the Med; from **Moonshadow** on the Oz's Hami and Hoggie regattas; from **GeJa** on cruising the French Canals with an Islander 36; from **Waterdragon** on a budget cruise to New Zealand; from **La Puerta** on 'anti-snowbirding' in the Caribbean; and lots of **Cruise Notes**.

Nepenthe — Folkes 39

Tom Scott

Kuah, Langkawi, Malaysia
(The Peninsula)

The South Pacific cruising season started normally enough.

In May, *Nepenthe* and I set sail from New Zealand for the tropical islands of the South Pacific. Shortly after our arrival in Fiji, my old friend Tavida graciously extended an invitation to several of us sailors to join him for dinner. Tavida is now the headmaster of a secondary school located between Lautoka and Ba on the north coast of Viti Levu, but when I first met him many years ago, he was the captain of a fishing vessel. He is a most imposing gentleman, as he stands about 6'7" and weighs about 280 pounds!

Not too surprisingly, Tavida's student charges were widely held to be models of proper deportment, for when the need arose, he could be very stern. But to us, he was more like a gigantic version of Peter Ustinov — hugely expansive, with a magnificent sense of humor, and a seemingly limitless ability to mimic personalities of the day. We had gathered in the main room of his house and were enjoying a few Fiji Bitters before the promised meal when Tavida stood and gave a short speech.

"Ni sa bula! Welcome to my home, my friends. Before we get started, I must make an apology of sorts. I had promised

Tom Scott — who circumnavigated with his Folkes 39 'Nepenthe' from 1989 to 1994 — is still out cruising and enjoying it.

you that I would prepare the *crème de la crème* of all the world's hors d'oeuvres: sea anemone a la Tavida. A truly unforgettable dish. Sadly, however, my son has had a mishap with our boat and was unable to gather the required key ingredient from mother sea. I am afraid we will have to do without them this evening. But never fear, for I know that Leone, my dear wife, has prepared sufficient food to satisfy the hungriest of sailors."

Before continuing, Tavida fixed a steady gaze. "After all, my friends," he continued throwing wide his arms and booming out, "With friends like these, who needs anemones!?"

Yes, he's a funny one. But it was not Tavida's excessive hospitality, nor the ensuing extended kava/beer hangover that was responsible for what followed. It simply seemed like a good idea at the time — although later I would have some doubts. The 'it' being a plan to sail to Thailand or Malaysia nonstop via the Arafura and Timor Seas, and then up the west side of Sumatra, a journey of some 6,000 miles. This unusual route has the advantage of avoiding Australia, Indonesia, and the Straits of Malacca. The plan almost worked, and here's a short version of it:

Brisk southeast winds followed me from westward across the Pacific, making for great downwind sailing. It was a romp! The Torres Strait was truly a singlehander's nightmare, however, as there were low-lying reefs everywhere. It's an easy place for a sailor, particularly a singlehander, to come to grief. Once on the west side of the Straits, the wind held for a few days, and then more or less quit. Save for a few days near Christmas Island, the wind stayed somewhere between light and nonexistent for the rest of the trip. It was very, very slow.

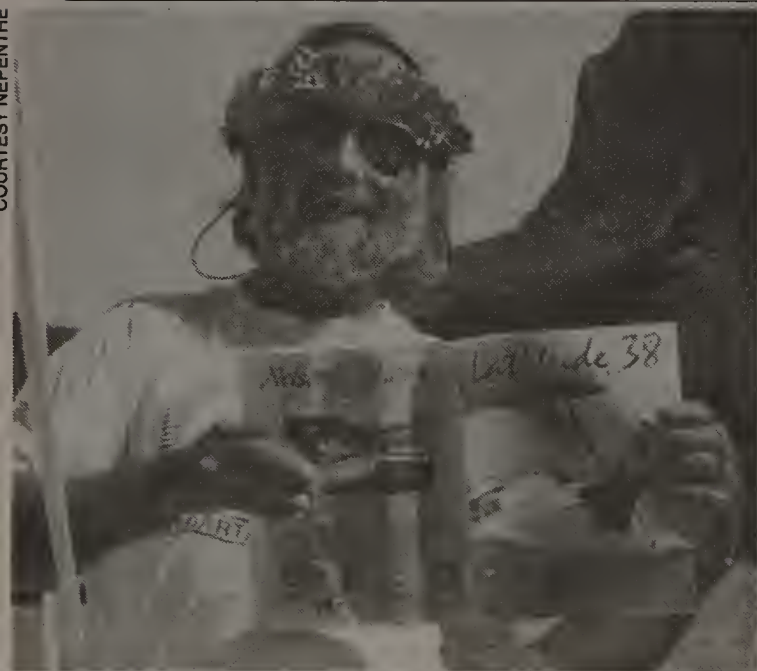
I had been 42 days at sea when I made landfall at Christmas Island, which is owned by Australia. I was very promptly informed that I was eligible for detention — jail — and a huge fine, as I had no Australian visa. When the four officials arrived to thoroughly search *Nepenthe*, I pleaded the 'law of the sea',



and was given time to get fuel and water. In truth, the latter was getting very low. I was also in need of a few cold beers, although I'm not certain the 'law of the sea' covers the need for alcohol. Nonetheless, one of the local Aussies gave me a tour of the island, and showed me the new concentration camp — we're supposed to call it a 'detention center' — that's being built on Christmas. Inside were a bunch of folks he understood to be Vietnamese. I did not wear out my unwelcome.

The rest of the trip took another 3+ weeks in light and fitful winds. The doldrums/convergence zone ran from about 4 degrees south to 3 degrees north. Yuk! I had reserved the decision of whether to make landfall at Phuket, Thailand, or Langkawi, Malaysia, until the last minute. It turned out that the winds for the latter were marginally better. The voyage took a lot longer than I wished, but all things considered, it was a success. That is I'm still alive and well, and *Nepenthe* is still afloat.

Upon arrival at unfamiliar places, I usually try to learn a few words of the





COURTESY MARY ANN II

Monica getting hammock time at Careyes — it's all part of the Gold Coast cruising experience — with 'Mary Ann II' in the background.

local language. When I got to Langkawi, I got some local money and headed for the grocery store. I'd had enough of 'Captain's Surprise' and my 'Canovers' for a long while. For those of you who don't know, a 'Canover' is a can of something served over a can of something else. Anyway, it was thus not totally surprising that I learned my first Malay word in the aisle of the grocery store. It was Ubi Kentang — meaning potato. While this word is hardly sufficient for deep philosophical conversations, it can elicit some amusing facial expressions. Try it. Walk up to someone and say 'potato' and nothing more. Then just wait and watch what happens. Most folks have never realized what confusion a simple word like that can cause.

— tom 12/15/04

a short time after he got there that the tsunami struck. Fortunately, Scott and his boat were unhurt. He was in Malaysia. More in Cruise Notes.

Mary Ann II — Yorktown 35 Jed & Monica Mortenson San Diego To Texas In Nine Months (Emeryville)

My wife Monica and I participated in the 2003 Ha-Ha aboard our 1974 Yorktown *Mary Ann II*, and continued cruising until just a few months ago. We'd been planning to send *Latitude* updates on our progress, but just never got around to it. Both Monica and I were astounded at how busy we were cruising. Between provisioning, boat maintenance, and a lot of exploring and adventures, the days just filled up. So I'll try to give you a super synopsis version with a few of our highlights.

After the Ha-Ha we headed south along the coast of Mexico, then on to El Salvador, Nicaragua, Costa Rica, and Panama. After going through the Canal, we sailed down to the San Blas Islands, up to Providencia Island, over to Honduras and Guatemala, up to Belize and Isla Mujeres,

and finally arrived in Galveston, Texas in August of '04. Here are some of the highlights:

The Baja Ha-Ha — What a great way to kick off our adventure! Not only did it set a firm date for our departure ("Oh God, how will we be ready in time?!" everyone says. But don't worry, you'll make it.) The Ha-Ha also gave us a circumstance in which to met a ton of great people — who we continued to run into in little anchorages months down the road.

Mazatlan — This was one of our favorite stops. The cruiser community and 'palaptics' of the three marinas just north of the city were amusing for a short time, but the quiet of the old anchorage south of town and the charm of Old Town Mazatlan are the real reasons to go.

San Blas — I hesitate to mention the infamous 'Captain Norm', but San Blas is a lovely little town, and Norm is certainly no reason *not* to go. He is regarded by both the locals and the ex-pats as a bit of a joke. Just ignore him and go explore the town or, embrace the adventure, go meet this harmless character and say 'hi' — *then* ignore him and go explore the town.

Sayulita — This little gem of a town is a relatively short bus ride north from Puerto Vallarta. We spent a wonderful Christmas Day here with friends Janna and Graeme from *Dragonfly* and their families. The town was a bit crowded with tourists, but I would imagine it's paradise in the off season. It has good waves for surfing, too.

Guadalajara — What a beautiful old Mexican town with a European feel — and well worth the effort needed to get there. We left our boat in Paradise Marina in Nuevo Vallarta, rented a car, and drove

San Diego to Texas in nine months would be too fast for retired cruising couples, but it was what worked best for Monica and Jed.



COURTESY MARY ANN II

Readers — We have no idea why veteran circumnavigator Scott suddenly decided to bolt from the South Pacific to Southern Asia. But we do know it was only

CHANGES

MARY ANN II

helpful. He and the marina make checking in and out of the country a snap — which is a pleasant change after Mexico! One caution — the bar of the river that eventually leads to the marina can be an E-Ticket ride under the wrong conditions. At one point, two waves doubled-up under us, then dropped us sideways back into the water. The skipper of the powerboat motoring next to us called on the VHF to report that I'd done a good job cleaning the bottom — except for having missed a spot at the very bottom of the keel. He could see it!

Monteverde, Costa Rica — The cloud-forest of Costa Rica is worth the molar-rattling bus ride to get there. We left the boat at the yacht club in Puntarenas in order to make the trip. Make sure to do a zip-line tour, as flying through rain forest canopy hundreds of feet in the air is a real rush!

Drake's Bay, Costa Rica — An amazing, secluded, ruggedly-beautiful anchorage, with miles and miles of phenomenal jungle hiking in every direction.

The Panama Canal — Man, what an experience! This was my third transit, and blew my mind as much as my first. It was also my first time through on my own boat, so that added an order of magnitude of stress — but also of pride after we made it through successfully. On the way through the narrow Gaillard Cut, we had to rescue a French boat which had lost her engine. Yes, Americans rescuing the French yet again! (Sorry, I couldn't resist!) We pulled them from the jaws of possible disaster, as they were dead center in the narrow channel and there was a giant car carrier coming the other way.

Because I was a line-handler for the transit, Monica — who had never done more than a trip to Catalina before this adventure — manned the helm the entire way through the canal, even downlocking with the disabled French boat tied alongside. I was so proud of her! Even Alex, our Canal Advisor, told me how impressed he was with her helmsmanship.

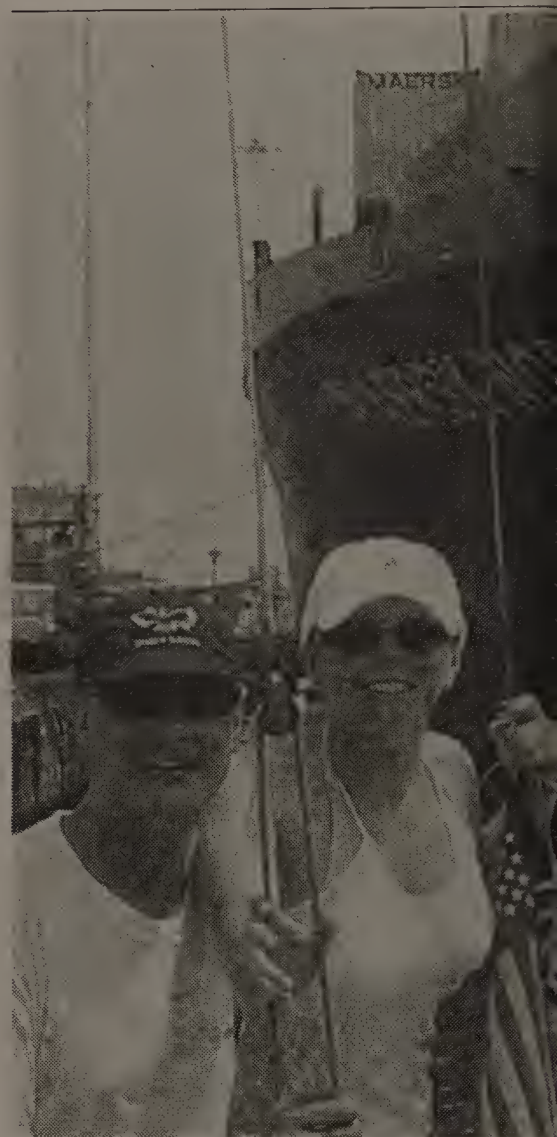
Portobello, Panama — It seems as though a lot of people rush through or by this little town on their way from the Canal to the San Blas islands — but it's an incredible spot and deserves more time. This is where the Spaniards loaded their galleons with stolen gold before sending it back to Europe. Talk about 'pirates of the Caribbean', this was the real

'Mary Ann II' isn't the newest or fastest cruising boat in the world, but she safely got the Mortensons to great places such as Portobello.

to Guadalajara for New Years. There was a full orchestra playing a free concert in the main plaza the night we arrived. Wonderful!

Mexico's Gold Coast — I won't say much about this area because everyone else raves about it, too. And they're justified in doing so. Anyone planning to cruise Mexico should set aside enough time to fully explore the fantastic 175-mile stretch of coast between Puerto Vallarta and Manzanillo.

Barillas Marina, El Salvador — This is a great little spot to rest up after crossing the potentially dangerous Gulf of Tehuantepec and from which to explore inland El Salvador. Heriberto, the marina manager, could not be friendlier or more helpful. *'Mary Ann II' at the 'Swimming Pool', Hollandes Cays, San Blas, Panama, as seen from the mast of fellow '03 Ha-Ha entrant 'Gitane'.*



deal! Sir Francis Drake sacked and burned the town in the 1590s, and Captain Henry Morgan raided it in 1668. The well-preserved ruins of not one, but several, Spanish forts still stand guard over the bay. One could easily spend a couple of days hiking around the ruins. And don't miss the smaller and less-visited watchtower forts high on the hills on both sides of the bay.

Rio Dulce, Guatemala — The trip up the narrow, jungle-covered gorge of the river between Livingston and Fronteras is unbelievably beautiful. The town of Fronteras boasts several marinas and has swallowed the anchor of many cruisers who have been here for years — maybe too many years. We left our boat with the friendly folks at the Catamaran Marina, and took a bus to see the awe-inspiring Mayan ruins of Tikal.

Belize — Monica and I are both divers, so we really loved Belize. On one dive we descended toward the reef and found ourselves surrounded by seven nurse sharks and several grouper. Too cool! We also enjoyed some of our best sailing here, as we'd have 15 knots of Caribbean breeze

JENNY GOFF





COURTESY MARY ANN II

Jed and Monica — with close friends Bernard and Jen as linehandlers — locking down from the Panama Canal into the Caribbean Sea.

on the beam and be skimming along the glassy waters inside the barrier reef. Picture perfect! It's not, however, a good place for a deep draft boat. We went aground a couple of times, but always on soft sand or mud, and we were always able to get ourselves off. We spent several weeks in water that was never more than 12 feet deep, and frequently even less. As we draw 6.5 feet, this was starting to elevate my blood pressure.

Isla Mujeres, Mexico — Although it's a fairly touristy little spot, it still has charm. The main draw is that the Paradise Marina is a very inexpensive and friendly place to leave your boat if you wanted to go to Cuba. Not that we went there, of course, because that would have been illegal.

Our San Diego to Texas itinerary in nine months had us moving faster than most cruisers, but given our limited time and budget, I think we did a good job of balancing our desire to cover a good chunk of ground with our need to relax

and explore each new spot.

Once in Galveston, we pulled the mast and cleared the decks in preparation for having the boat trucked back to California. A couple of weeks later, *Mary Ann II* arrived at the KKMI yard in Richmond, and after getting her bottom painted and mast stepped, she was once more in the Pacific. Having lived in L.A. for the past 15 years, my wife and I have relocated to San Francisco. Our boat now sits happily in her slip in Emery Cove Marina, and we are very much looking forward to exploring the Bay by boat. So be sure to look for us out there — we'll be on the beamy, 30+ year-old 'Clorox bottle' of a boat that everyone else is screaming past. But we'll be enjoying ourselves!

—jed 12/01/04

**Serendipity — Peterson 44
Barritt Neal & Renee Blaul
Venezuela
(San Diego)**

We thought an update might be in order since you're in St. Barth as we write this, and last season you interviewed us in St. Barth.

We spent the hurricane season in Venezuela, thankfully dodging the bullet *Ivan*

that hit Grenada. We had *Serendipity* Awl-gripped while in Puerto La Cruz at the Aqua-Vi Marina and Boatyard. Both hull and topsides were painted, and we were completely satisfied as the old girl just sparkles. We liked the price also. Everything — including four new thru-the-gunnel scuppers — came to a little less than \$7,500 for our Peterson 44. And that included \$1,700 worth of paint. It gets better. The yard didn't charge for the haulout, for any of the two month's worth of laydays, and they even put on the new bottom paint for free. The yard and marina manager is Victor Diaz de Leon, an avid sailor and racer. He speaks fluent English, runs an efficient yard, and he and his crew know the boat repair and maintenance business.

Puerto La Cruz is the yachting center for Venezuela, and the marinas stay pretty full. A slip is about \$300/month for a boat like ours. Fuel and gas prices are subsidized by the government and are in the 20-cent range. That's not a typo, as it's indeed about 20 cents U.S. per gallon. Nearby Isla Margarita is duty-free and the provisioning is excellent. The stores are Costco-like and prices are great. The dollar brings about 2,400 *Bolivars* on the black market, down from 3,100 last May. Black market prices abound for almost everything — including airline tickets. Renee and I flew home — Puerto la Cruz/Barcelona to Caracas, then Caracas to LAX — for \$650 each round-trip on TACA, which provided good service.

We enjoyed cruising the Venezuelan offshore islands. Aves was our favorite, as it had crystal clear water, interesting bird life, and plentiful lobsters. In fact, one six-pounder bloodied me badly in quite a battle. The only downsides of Ven-

Unable to decide whether they like Mexico or the Caribbean better, Renee and Barritt think the best solution would be to have a boat in both places.



LATITUDE/RICHARD

CHANGES

ezuela are a rising incidence of robberies and the ongoing political turmoil.

We will be heading back to the Virgins at the end of February for another swing through the island chain. Our plan is to be in Trinidad for the hurricane season, then do the ABC Islands — Aruba, Bonaire, and Curaçao — prior to going back through the Canal to the Pacific.

— barritt & renee 12/30/04

Suzy G. — Wauquiez 45

Joe & Susan Altman

Doing The Med

(Aromas, CA)

We quit our jobs — Susan after 15 years at West Marine, and Joe from a Silicon Valley high tech company — and moved aboard our boat in the South of France in May of 2004. Then, after completing some boat work, we cast off in the middle of June and headed east. From the Côte d'Azur, we crossed the Ionian Sea to the Italian island of Elba, where Napoleon was first exiled. We then continued down the Italian coast and around the 'boot'. Highlights of this part of the trip included Port Grimaud near St. Tropez, the Tuscan Islands, Rome, Ischia, and Naples. We then crossed the Ligurian Sea to Corfu, Greece, before continuing on to the southern Aegean Islands. We're now in Marmaris, Turkey, having covered 1,500 miles in four months.

As this was our 'shakedown cruise', we learned a lot along the way. We were surprised by the weather extremes of the Med. A common saying is, 'There are two kinds of boats in the Med, motorboats and motorboats with sticks'. And how true! We motored 75% of the time between France and Turkey. When there is wind, it can be extreme, going from Force 1 to Force 6 in a matter of minutes. This really keeps you on your toes.

There seems to be no speed limit in

One of Joe and Susan's first stops was Elba, the lovely island just off the coast of mainland Italy where Napoleon was first exiled.

the anchorages or marinas of Italy, and boy do those people go fast! When you have several boats whizzing about, the anchorage turns into a washing machine. We were most surprised by the marinas in Greece. Most of them were almost completed — meaning having everything but water and electrical hookups — and offered excellent protection. But oddly enough, they were abandoned in the sense that nobody was managing them or collecting money for staying in them. This certainly helped our cruising kitty.

We were also pleasantly surprised by the wonderful people we met along the way. The people of Italy, Greece, and Turkey were particularly friendly. Although we were strangers in a strange land, the locals we met were very nice and helpful. For example, one night at a sidewalk cafe, a local entertainer serenaded us with a rendition of *When The Moon Hits Your Eye Like a Big Pizza Pie, That's Amore* — sung in English rather than Italian. Although we didn't always speak the local language, overall we managed to communicate with sign language and a smile.

We're headed back to Turkey for the winter for some boat upgrades, and then we'll travel west toward Spain in April.

— joe & susan 12/20/04

Moonshadow — Deerfoot 62

George Backhus

Spring Break For Adults In Oz (Sausalito)

The travel brochures describe the weather in Queensland, Australia, as "beautiful one day, perfect the next." The thing is, it's really true. In the three months I've been here, I can count the less-than-perfect days on one hand. This is probably the reason that hundreds of yachties come to the Whitsunday Islands each spring from all over Australia, New Zealand, and a few other countries, to compete in either or both the Hog's Breath 'Tropical Shirt' Regatta and Hamilton Island Race Week — aka, the 'Hamo and Hoggie's'.

Never mind that many of the top yachts and sailors from Australasia are here, that sailing conditions are nearly ideal in the warm, gentle trade-winds, that the Whitsunday Islands make for attractive rounding marks, that Airlie Beach (Hoggies) and Hamilton Island



are rockin' post-race party venues, or that throngs of comely 'racer chasers' show up to mix with the sailors. It's just plain fun — and the closest thing to Spring Break for those of us who went to college before Spring Break was invented.

I sailed in to Airlie Beach a few days before the start of the Hog's Breath Regatta after a 600-nautical mile coastal cruise north from Brisbane, my Australian port of entry. Airlie is billed as "the gateway to the Whitsundays", and is a vibrant little township full of backpacker's (budget travelers) accommodations, inexpensive pubs and eateries, and scores of brochure-flinging agencies hawking all sorts of travel and adrenaline-inducing activities in the Whitsundays and the Great Barrier Reef. After a month of unhurried cruising, I was keen to get my own adrenaline flowing by doing some yacht racing, so I cruised the docks at Abel Point Marina in search of a ride for the regatta.

I caught up with mates Anthony and Jeanine, owners of the Farr 38 *General Jackson*, who I'd met during the Auckland to Noumea Race. They were looking for crew, so I signed on as a headsail/spinnaker trimmer for the seven-day, nine-race regatta.





BOTH PHOTOS COURTESY MOONSHADOW

Spread; 'Moonshadow', with her new Southern Cross chute, in action in Oz. Inset; Some ever-popular 'Sheilas' dancing around on lay day.

While half the crew were pick-ups, Ant, our skipper, did an excellent job of getting the best out of the crew and boat in the conditions. We managed all single-digit finishes in a division of 14 boats, and finished the series with a one point victory in the PHS (second) Division over Auckland sled *Hydroflow*. The Kiwi sled had been celebrating a record run — less than four days — in the Auckland to Noumea race. *Hydroflow*'s navigator, who managed to misinterpret the course sheet on one race and (apparently) the tide/current chart on another, was tossed into the drink by fellow crewmembers after the last race. In yacht racing, as in many other sports, a team player is only as good as their last victory.

The atmosphere of the Hoggie was laid-back and cheerful, with many crews kitted out in matching tropical shirts. On the other hand, the sailing schedule was pretty rigorous, with races on six out of seven days, and multiple races on two of those days. We were on the water from five to eight hours a day, so time and energy for spirited socializing was minimal.

In fact, there was barely time for a couple of rum and cokes at the Mt. Gay Party marquee each day before it wound up at 6 pm. For those looking for a big night, the party would usually carry on at the Whitsunday Sailing Club, the official yacht club of the Hoggies, or at the local Hog's Breath Cafe, the regatta sponsor.

With just one lay-day in between the two regattas, we sailed the 20 miles from Airlie to Hamilton Island, where I caught up with my Auckland sailing mates and fellow crew from *Formula One*. Ellen, Kevin, Jan and Neil had all flown over to race with me aboard *Moonshadow* in Hamilton Island Sailing Week.

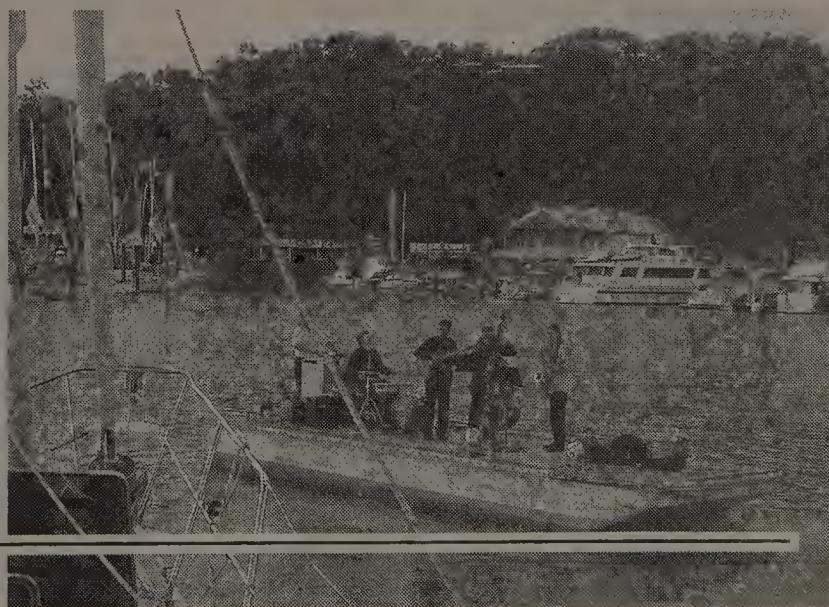
If the Hog's Breath is the pork ribs of the two regattas, Hamilton Island is the filet mignon. It is billed as the premier regatta of the Southern Hemisphere, attracting nearly 200 yachts, mostly from Australia and New Zealand. Among the entries were Grant Wharrington's 80-foot

sled *Wild Thing*, Stuart Thwaite's 100-foot maxi *Zana*, as well as a plethora of lesser known boats — such as my Deerfoot 62 from Sausalito. On the water, both regattas feature some great racing. Off the water, they are as different as beer and champagne.

First off, the average price of admission is about 50% higher for Hamo. It's not hard to see where they spend the extra bucks, either. As you arrive in the Hamilton Island Marina, there's a guide boat to take you to your assigned berth and assist you with tie up. Then a hostess arrives with a logo'd cooler full of chilled Hahn Premium Beers and a race packet. The daily post-race party at Hoggies ended at 6 p.m., while the one at Hamo featured a live band going till 4 a.m. — preventing some crew from taking the racing too seriously. There were two fireworks displays during the week, as well as three aerial displays by an Australian precision flying team. At Hamo, they sweated the niceties. For those having a few beers on board after the race, there was a guy with a bin walking the docks, collecting empties and garbage. During sundowners, there was a live jazz band on a pontoon boat serenading the moored fleet. Hamilton Island's township — with its shops, cafes, restaurants, pubs and clubs — is essentially incorporated into the marina. With nearly 200 yachts and more than 1,000 sailors in attendance, the atmosphere was hugely festive.

The quality of racing in both regattas was excellent. Plagued by light winds in the Hoggies, we were forced to sail some shortened harbor courses around laid marks on two of the race days. Hamilton Island's more offshore location in the middle of the Whitsundays makes it more favorable to setting courses around is-

Leave it to the Aussies to have a jazz band on a barge moving around to provide entertainment for all the competitors.



MOONSHADOW

CHANGES

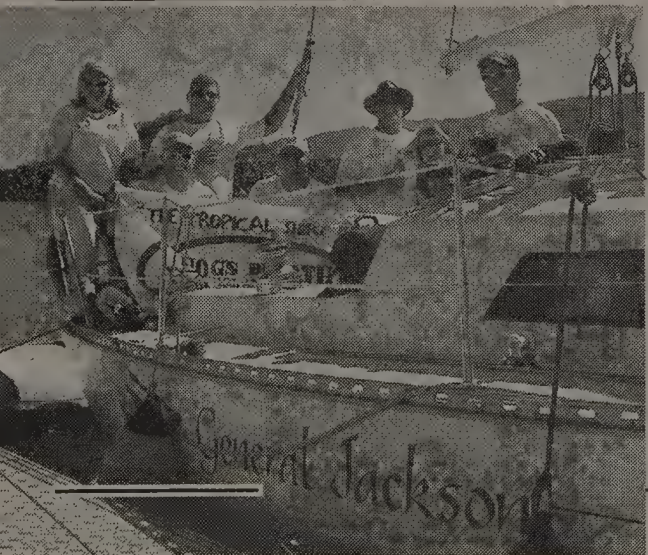
lands according to wind speed and direction. The Hamo racing was a bit better organized, nonetheless, the starts for the 99 boats in the cruising divisions were nothing short of kamikaze missions as the combined beam of the fleet was easily three times the width of the average start line. Add a breaching whale or two into the picture, and it all got verrrrrry interesting. I'm sure there was a lot of paint-swapping going on, particularly in the light air.

In fact, during the second race, we managed to take out the bimini top, solar panels, and flagstaff of the appropriately named smaller yacht *Helter Skelter*, which had underestimated our speed and gybed onto port — giving up any rights — before she was clear ahead of us. Neil, on the foredeck, calmly pushed the boat clear, handing the other owner all his gear back, while notifying me that *Moonshadow* had come through without a scratch.

On the last start, we were boxed in, with a choice of going over the start line early or hoping that the slower moving boats in front of us would part like the Red Sea. Being the eternal optimist hoping for a temporary acquittal from the laws of physics, I opted for choice 'B'. Either my prayers were answered, or else the skippers ahead were looking in their rear view mirrors and decided to observe the 'tonnage rule'. We found a small hole and got the committee boat end of the start line within a second or two of the start gun in clear air, then narrowly missed a breaching whale for our best start of the regatta. There were lots of high fives on board after that one!

The Cruising Division of Hamo had two lay-days during the week. This gave us a bit more rest and less stress, and allowed the crew to spend some time enjoying the lovely tropical resort facilities and social

Do you think it's possible that the owner of an Aussie racing boat would name her after Confederate General 'Stonewall' Jackson? We do.



activities on Hamilton Island. Throughout the week, we made friends and added a few more crew who brought various skills to *Moonshadow* — including sailing expertise, local knowledge, 'snacktics', and ornamental. True to our form, we didn't win the regatta, but didn't lose the party.

--- george 12/10/04

GeJa — Islander 36 Dick & Shirley Sandys Doing The French Canals (Palo Alto)

Our boat spent the winter of '04 on the hard at Port du Gapeau, near Hyeres, France, while we enjoyed a mild winter in California. When we returned in April, we found that she'd been moved, and the trailer on which she was resting was tilted. It made it hard to work and sleep on her. So we recaulked our forward hatch, filled our U.S. propane tank from our French bottle, and deferred the rest of the maintenance.

(About transferring propane from a French bottle to a U.S. bottle: You need an unregulated gas line with the French connection at one end and the U.S. connection at the other end. Then you position the full French tank above the U.S. tank, and open the valves. There is an escape valve on the U.S. tank, which must be opened a little to let gaseous propane bleed off while the liquid propane gravity feeds from the French tank to the U.S. tank. It's a smelly business, so it's appreciated if you're downwind of other boats. We transferred 5 kg of liquid propane this way in less than two hours.)

Once relaunched, our first stop was the Porquerolle Islands. Mooring buoys were available for early arrivals, and we were able to go ashore for dinner. There are some beautiful anchorages around the islands for swimming and fishing. From here we continued on to Toulon, La Ciotat, La Frioul (opposite Marseille), and the French Navy haulout facility at Port St. Louis. We had our mast hauled out at the navy yard, and the workers were most helpful. We left the mast on the hard so we could take *GeJa* exploring on the French Canals.

We passed through our first lock at Port St. Louis, which rose about two feet to the level of the Rhone River. It was July 10, and shortly thereafter we spent six hours motoring up to Arles. The current at that time of year averaged about one knot against us. Arles only had limited space to tie up, so we rafted next to our Danish friends Karsten and Moody aboard



Nicoya. From there, it was just a short walk from our San Francisco-based Islander 36 over the bridge to the lovely medieval town. It turned out we were in time for the Arles Music and Photography Festival. While later walking from the city, we found Van Gogh's countryside — white carmague horses, sunflowers, and gothic bridges.

On a windy day we left for Avignon, again against a one-knot current. We went through a 55-ft lock. Once you tie up to the floating bollards, negotiating a lock is no problem. We arrived at Avignon in time for the Theatre Festival. It was fun walking the streets and seeing all the parades and performances. We also enjoyed exploring the Palais des Papes, which is where all the popes hung out in the 15th century.

Following Avignon, we made our way back down the Rhone River and entered the Canal du Rhone au Seta at St. Gilles. This friendly village is home to a lovely 12th century abbey. We got a little stressed in the canal, as it was often as little as two meters deep, and our Islander draws 1.5 meters — and sometimes more.



LATITUDE/RICHARD

When the Sandys bought their Islander 36 in San Francisco, we doubt that they thought that one day they'd be able to stroll from her to Arles, the beautiful Provençal city that is home to a 2,000-year-old Roman Arena that seats 20,000 spectators — and is still used for weekly bullfights and other performances. Arles is also where Van Gogh painted over 200 of his paintings, including 'Sunflowers'.

It was also in this canal when we came across our first 'do-it-yourself' lock. We had to tie off before the lock so Dick could run ahead and translate the instructions. Thanks to the help of a friendly French family fishing from the bank, we got it right. You press one button to expel the water from the lock. Once we entered the lock, it automatically cycled — if we were patient — to let us out the other end.

Arriving at Boucaire/Tarascon was one of the highlights of our summer. We scouted out good restaurants, watched the Tour de France go by, and found a nearby *patisserie* across the footbridge on the way into town. On a typical day, we'd have coffee and croissants while we read the *Herald-Tribune* until 11 a.m., saunter about town visiting cathedrals, arenas, and colorful markets, followed by a walk through town in the cool of the evening.

Aigues-Mortes, a small, walled medieval town, was another one of our favor-

ite stops. We tied up below the Constance Tower and walked the impressive ramparts. Within the thick walls of the city were Gothic churches, restaurants, fountains, and shops. There seemed to be musicians serenading us from every cor-

Several of the Crusades originated from Aigues-Mortes, a medieval town popular with mariners. The name literally means 'dead water'.



LATITUDE/RICHARD

ner. Many canal barges tie up at Aigues-Mortes, and it was always wonderful to have a pleasant chat with Americans on them. Some have been on the French canals for 20 years! We started hitting bottom about this time, so we turned back to retrieve our mast at Pt. St. Louis, having been in the canals for about a month.

Further along the French coast toward Spain, we stopped at Santa Maria de Mar, Sete, Guissan, and Rousillon. Crossing into Spain, we stopped at Llanca, Cadaques, and Port Rose. The latter is a new and very pleasant harbor — but at 42 euros a night was very expensive. We finally found a place on the hard at Emperiabrava and left *GeJa* to her winter fate. We then took a train from Emperiabrava to Barcelona, and enjoyed that picturesque city for a week. On this part of the trip, our best harbor was Sete, which had a small mountain to hike in the middle of town, and seafood restaurants where we enjoyed Coquilles St. Jacques, salmon, mouelles, and prawns. If we shopped around, we could get all these seafood delights at a reasonable price.

We returned to Palo Alto on September 15, just in time for the Bird boat fleet's annual race on the Bay. Nothing sails like a Bird!

— dick and shirley 12/06/04

**Waterdragon — Islander 34
Graham Ashlock & Taryn Ettl
Opua, New Zealand
(Berkeley, California)**

It's been over two years since we left Berkeley aboard our Islander 34 *Waterdragon* to join the 2002 Baja Ha-Ha. In addition to wanting to say 'hello' to all our sailing friends back home, we'd like to encourage all the young and not very wealthy folks out there to go ahead and go for your cruising dreams. We left the U.S. with \$3,000 and a 30-year-old boat. It's true, this did necessitate leaving our

CHANGES

boat at the then not quite open Puesta del Sol Marina in Nicaragua for eight months while we worked aboard a dive boat in the Channel Islands during the summer of 2003, but it was still good to get going.

We spent three months cruising 'The Forgotten Middle', which is Central America between Mexico and Costa Rica. There are a lot of great stops in this area, and we don't think it gets the publicity that it deserves. Detailed notes on the anchorages along this stretch of coast can be downloaded from our website at www.waterdragon.us.

After Central America, we continued down to Bahia Caraquez, Ecuador. Steve Cherry of *Witch of Endor* and Bob Willman of *Viva!* have both written in *Latitude* proclaiming what a great area it is. And it's everything they said — and more! We came intending to stay for three days, and stayed for six weeks. A month of that was spent doing land travel in Ecuador and Peru. It was while in Ecuador that we obtained our visas for French Polynesia. It required two trips to the consulate and \$23 each.

We left Bahia Caraquez for the Galapagos and Marquesas in early May of '04, prepared to have all kinds of problems with officials when we got to French Polynesia. Wrong! When we got to Nuku Hiva, we had the easiest, quickest, cheapest, and most friendly clear-in to date. It took us 10 minutes to fill out a Customs declaration and cost us 50 cents to send it to Papeete. Three months later in Bora Bora, we again had to spend 10 minutes and 50 cents. We were never required to post a bond, and were never hassled in any port along the way. Most of the cruisers we spoke to had similar experiences. Those who arrived without visas did have to post bond, but were granted three months on the spot.

Some of the jagged peaks of French Polynesia looked spectacularly brooding from the water. And now long visas are routinely issued.

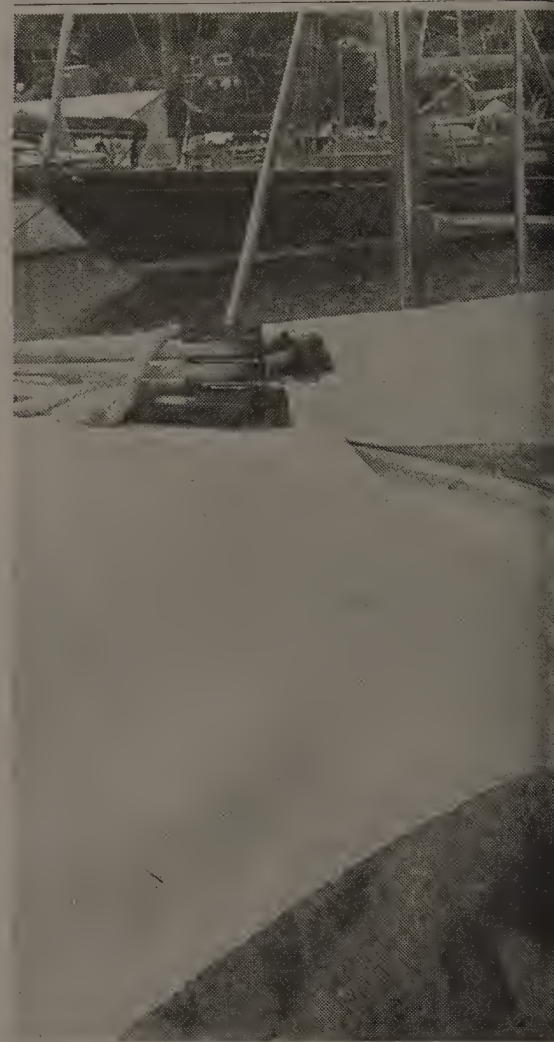
We had hoped to spend cyclone season working in Pago Pago, American Samoa, but were disappointed by what we found upon arrival. The wages are low, the harbor is only pretty from a long distance, and the bulk of the resident cruising boats seem to be there out of necessity rather than choice — and will probably never leave. So we escaped for New Zealand before the *Waterdragon* could be sucked into the Pago Pago vortex. The place did have one redeeming quality — the U.S. Postal Service. Taryn's mom has kept up the subscription to *Latitude* that we gave her when we left, and the last 10 issues of *Latitude* were waiting for us there. That alone made huffing tuna canneries fumes bearable for a week.

Our passage to Vava'u, Tonga, was rough. Our passage from Vavu'a to North Minerva Reef was even rougher, including 34 hours hove-to in near gale and gale force winds. Minerva is one of those places that you would not believe existed if you didn't have a sailboat to take you there. Our stop at Minerva reminded us why we left to go cruising in the first place.

Minerva is in Tongan waters, which turned out to be good for us, as the day we pulled in there was a Tongan Navy vessel anchored there. I dinghied over, said hello, and asked if they might sell us some diesel. The chief mate asked how much I needed. I told him 30 liters. He looked at me strangely and then asked, "Three zero liters?" I nodded, and he laughed. He told me I could have 30 liters for free. I guess they use that much just warming up the engines.

Getting this fuel saved me on the home front, because the night before Taryn and I had had a bit of a 'discussion' regarding my desire to motor. The wind had gone light, but was still on our nose. Since we'd already spent five days and nights covering just 400 miles, I had no interest in spending another one at sea with just 45 miles to go to Minerva. Needless to say, I turned on the engine. But with the leftover slop, I could only make three knots.

Taryn woke up and asked me what the #%&!*# I was doing wasting fuel when we were still so close to the tropics. She said if we were going to get caught in a gale — which was highly probable on the 1,200-mile passage to New Zealand — she'd rather it happen in the tropics where it was



warm. Since we only carry 34 gallons, I guess she had a point. Nonetheless, I paid her no mind, and motored the rest of the way to Minerva.

We arrived in New Zealand after an 8.5-day passage of calms and headwinds with just 12 liters of diesel in our tank. So I guess it was lucky I'd been able to buy the 30 liters at Minerva. This is especially true because a few days after our arrival it blew 50 knots in Opuia, and we met a boat that had been knocked down during the storm offshore and suffered a lot of damage. So thanks to the Tongan Navy, Taryn and I are still happily together planning the next leg of our adventure.

Dragon's 'Best Of' List: Best surfing destination — San Cristobal, Galapagos. Best dive stops — Fakarava Atoll in the Tuamotus, and North Minerva Reef. Best stop — Suvarrow Atoll, Cook Islands. Best sailing destination — Tuamotus.

— graham 12/05/04

La Puerta — Malö 41
Richard Stone & Friends
Anti-Snowbirding
(Tucson, Arizona)

We all know that snowbirds are the folks from the frigid parts of the U.S. and





LATITUDE/RICHARD

Having been living frequent-sailing retirement, former Bay Area resident Richard Stone approves. He recommends it for you, too!

Canada who head to Florida or Arizona in the winter to escape frigid winters. Richard Stone describes himself as an 'anti-snowbird', because when winter comes, he leaves his home in Tucson. Of course, he doesn't leave for Michigan or Manitoba, but rather for his boat in the Caribbean, where it's even warmer than in Arizona.

Although Stone has lived in Tucson — which he loves — for the last seven years, he'd previously resided in the Bay Area for 25 years. In the early '70s, he lived aboard the 36-ft gaff schooner *Najaz* in both Sausalito and San Rafael. He says living in San Rafael was even better than hip Sausalito, because a neighboring boat was Dino Valenti's lovely 65-ft schooner *Brigadoon*. Since Valenti was the lead singer in the terrific rock group Quicksilver Messenger Service, there were often interesting people around and fun things going on.

After co-founding and working in an environmental consulting business* in Tucson for a number of years, Stone ultimately sold out his interest and is now retired doing his anti-snowbird thing. He's

able to offset many of his winter cruising expenses by renting out his home in Tucson to snowbirds. Sometimes the tenants are professional baseball players who come down to get in shape for the season and for Cactus League play. With his home producing income, Stone can relax and cruise the Caribbean with his sweetheart Kareena Hamilton.

Back in 2000 — when the dollar was worth about 35% more against the euro — Stone ordered a Swedish-built Malö 41 sloop. During the next eight months, he flew to Sweden three times to oversee construction and make various decisions — such as picking the single mahogany log from which the entire flawless interior woodwork was made. He and Kareena ultimately took delivery of the dark-hulled beauty at Port Grimaud — a winch handle's toss from St. Tropez — in February of 2001.

The couple anticipated a terrific summer of sailing the Med — but were badly disappointed. "We were looking forward to a great

sailing experience, but hadn't realized how inconsistent the wind is in the Med," admits Stone. Sure, the couple thought places such as Barcelona, Mallorca, and Ibiza were wonderful, but the lack of good sailing was a major letdown. And that wasn't all. "When we got to Italy, the boat boys made life extremely frustrating. We felt as though we had to continually watch our asses, and that really took all the fun out of it."

So in November of 2001, Stone, Kareena's grown son Jason, and another fellow set sail across the Atlantic for the Caribbean. There were good signs from the outset. "I saw a right whale on December 31, which is my birthday," says Stone. "The next day was Jason's birthday, and he saw a right whale on that day, too." Although it was just the three of them, they sailed aggressively, and had a great trip. "*La Puerta* is a slippery boat, so we made the 2,800 miles to Antigua in 16 days."

For the last three summer seasons, Richard and Kareena have cruised their boat up and down the Eastern Caribbean. Typically they'd start down south in Grenada, work their way up to the Virgins, then cruise back down to Grenada to put the boat into storage for the summer. "We love St. Barth and the south end of Barbuda, and the Tobago Cays in the Grenadines are to die for. And both Antigua and St. Martin are good places to get boat work done."

Last summer, Stone took a major risk by leaving his boat in English Harbor, Antigua, during the hurricane season. He did this in part because Kareena's son Jason was there, having taken over the old Colombo's restaurant in English Harbor and reopening it as the Calabash. It's doing very well, thank you. But because *La Puerta* was left in the so-called hurricane zone, the Alliance insurance policy was

Richard Stone with the Hamiltons — Kareena, Diane, and Dennis. Previous marriages don't stop them from having fun sailing together.



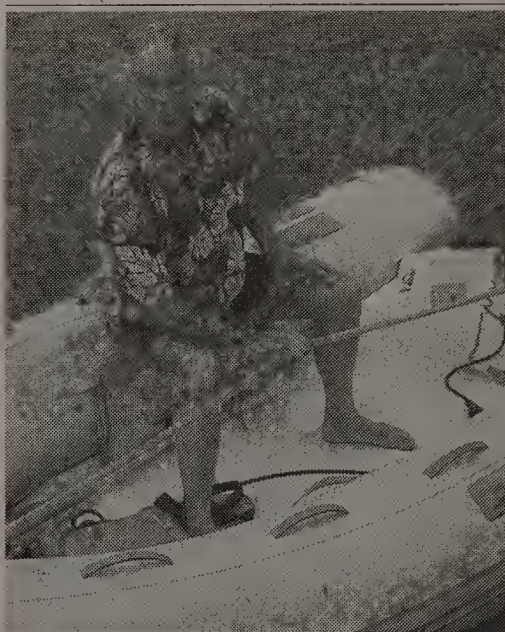
LATITUDE/RICHARD

CHANGES

invalid. So what happened? Not a single hurricane came near Antigua, but *Ivan* decimated Grenada, which is outside of the supposed 'hurricane zone' and hadn't been hit in 150 years. The folks at Alliance told Stone that almost all the boats they insured were in Grenada, because the insurance was valid there, and all but about 20 of them suffered major damage or were totalled.

Let's see, Stone's been on the right side of currency fluctuations and hurricanes, so he must be doing something right. Maybe it's retirement. Many folks who retire at a relatively young age complain that they become bored and lose their passion for living. It hasn't been that way at all for Stone, who retired in '01. "I love being retired! It means I don't have to know what day it is, and I get all the time I want to sail and read. You have to remember that just because you're retired doesn't mean you're not going to do anything. Kareena and I are very active. In addition to all the many things we do, we try to get in at least 45 minutes of snorkeling a day to keep fit."

We asked Stone if he was recommend-



LATITUDE/RICHARD

The concept behind a canary yellow Carib dinghy? That dinghy thieves — they abound in the Caribbean — will take a more common gray one.

ing that *everybody* retire and go cruising. "Absolutely!" he responded with a laugh. "Everyone should quit work and cruise — it's wonderful."

Since they are retired, Richard and

Kareena have plenty of time to have friends come with them. For example, when we met them in St. Barth, they were sailing with Dennis Hamilton and Diane Hamilton. Why so many Hamiltons? "My sweetheart Kareena used to be married to Dennis, who is now married to Diane, but we all get along very well." We're from Marin, so we weren't surprised.

Richard and Kareena's future sailing plans surprised us. "Having spent three winters in the Caribbean, we've figured we've pretty much done this area for awhile, so we're thinking of sailing back to the Med this summer. It's true that we didn't like it the first time, but this time we'll know what to expect and won't be surprised."

No matter where they go, they'll be taking their cool new 10-ft Carib dinghy, which is canary yellow. The distinctive color supposedly will make it less attractive to dinghy thieves. In a sense, Stone 'stole' it himself, paying only \$1,800 for the hard-bottom beauty in the Caribbean.

— latitude/rs 01/08/05



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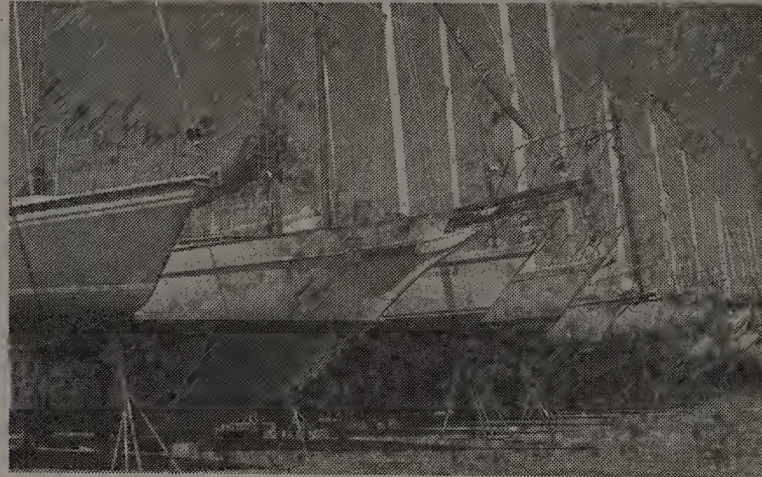


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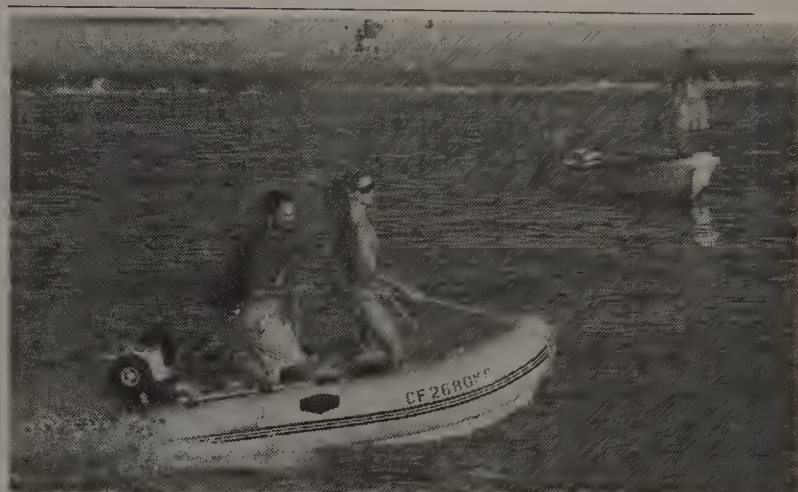
No news has not been good news. Mexico's President Fox made a promise last fall that mariners would only have to **check in and out of Mexico**, but no longer when just going from one Mexican port to another. Such a change has been much awaited as the current system is a tremendous waste of cruisers' time and money. Alas, as of our going to press in the third week in January, there has been no change. Furthermore, inconsistencies persist between different ports. For example, if you clear in or out of Nuevo Vallarta, you're not required to use a ship's agent to handle your paperwork, but at Puerto Vallarta, which is just five miles away, you must use an agent. While many folks are happy to use agents, their fees can sometimes double the already high cost of clearing. So pray for change!

With all the various high-powered water-taxis, jet skis, dinghies and other craft buzzing around **Cabo San Lucas Bay** without any safety rules being enforced, it was just a matter of time before someone got killed. And according to Jim

Elfers, it happened at 9 p.m. on January 18, when two Americans were involved in a serious boating accident. As we went to press, we were unable to find out what kind of accident it was, but it claimed the life of Richard Deniston of Brinton, Colorado. Deniston's 18-year-old son was injured, but survived. Please be careful out there, particularly with or around vessels that can travel at high speeds.

Given the fact that most people won't slow down in dinghies, pangas, and jet skis, the next two items should be noted carefully:

"Before leaving on this years Ha-Ha. I wanted to take an advanced First Aid class," reports Audrey Schnell of **Oz**. "I had difficulty finding one until I came across the **Medicine At Sea** class taught



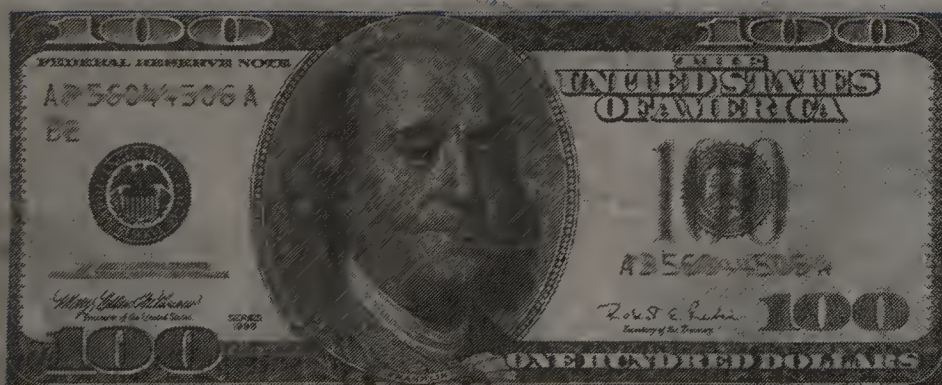
High-speed dinghies can be a real blast, but in congested waters — such as Cabo and other places — they can be killers. Especially at night.

by Dr. John Murphy of the Maritime Medicine Training Institute. I can highly recommend the class. There isn't much out there between the Red Cross CPR class and a six-month EMT training course. This one fills the gap."

"In the December story *Bad Place To Break Down*, you asked for input about evacuation services," writes Timothy Vienneau of the Richmond-based **Mental Patience**. "For sailors who enjoy spending time under the water as well as sail-

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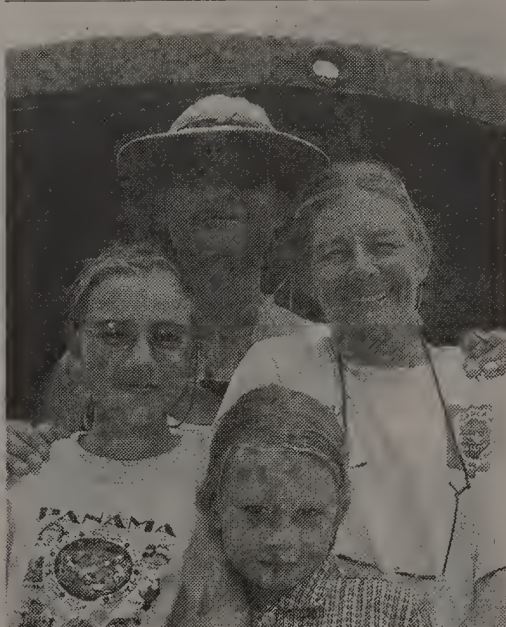
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CHANGES

ing on it, membership in the Divers Alert Network provides **emergency evacuation coordination** and coverage, and a host of other benefits, to assist members who become ill or injured while in remote areas. The price is very reasonable at \$44/year for a family, and covers both diving and non-diving incidents. For complete information visit their website at www.diversalertnetwork.org/.

"It's a hot and muggy day here in Cartagena, Colombia, where our 30-ft cat is stern-tied to the dock at Club Nautico," report Bruce and April Winship of the Alameda-based **Chewbacca**. "It's almost Christmas and we and our daughters, Kendall and Quincy, are struggling to remember where we stow our 1-ft tall plastic Christmas tree on such a small cat. Our four years of cruising have gone by in a blink of an eye. Our girls are now nearing the preteen years, while we parents are approaching middle age! But beginning with the Ha-Ha in 2000 — where we were lucky enough to be thrown together with some knowledgeable cruisers, many of whose paths we still cross, and many others of whom we keep up with



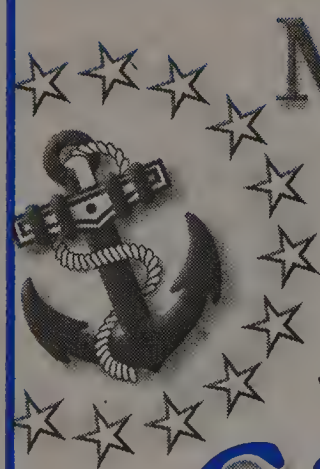
COURTESY CHEWBACCA

The Winships — standing on their little cat in the Canal beneath the bow of a huge ship — have been out cruising for four years now.

via email or the cruiser grapevine — it's been an extraordinarily good four years of cruising. In fact, we're putting together a summary for the next issue of *Latitude*. But don't think we're done, as this year we're heading to the Western Caribbean."

We distinctly remember you folks from 2000 at Turtle Bay, the first stop of the Ha-Ha. The beach party had just ended, and you and the then-quite-young girls were struggling to get into your dink, through the surf, and back to your rather small cruising cat. It didn't go so well, and the four of you, plus most of your stuff, got soaked. We remember feeling so sorry for you, figuring that your cruise was going to end in an eruption of frustration, possibly before you even made it to Cabo. We're thrilled that you proved us wrong! But please be careful out there when leaving Cartagena, as your cat is still relatively small, and that part of the Caribbean can be pretty nasty.

It's official, advise the folks at the Hidden Port YC at Puerto Escondido on the Sea of Cortez, there will be a **Loreto Fest** again this year! The dates are April 28, 29, 30, and May 1. (Be aware, this is a correction to an earlier report in *Latitude* that the Fest wasn't going to start until the first week in May.) The status of the Loreto Fest had been in doubt for several months because starting last fall, and for



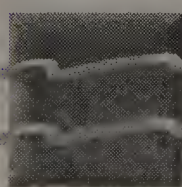
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the first time ever! mariners were being charged for not just using moorings in Puerto Escondido, but for even anchoring there or even in the nearby Waiting Room. Not only were they being charged, the prices are what we consider to be extremely high. Fortunately, the Hidden Port YC folks have been able to negotiate a special rate for all boats, no matter the size, during Loreto Fest — \$55 for seven days. We're also told there will be some anchoring in the 'ellipse', with APR fees, and some boats will also be able to anchor off Rattlesnake Beach for free. As always, the event will kick off on Thursday with the Ham test, and there will be lots of music by cruisers. The Hidden Port YC folks are looking for committee people for all the various aspects of the event, and advise that it would be helpful to them if they could get some idea of how many people might attend. So it would be greatly appreciated if you could take a minute to RSVP to www.hiddenportyachtclub.com. This has been a much-loved cruiser event for many years, so we hope it can thrive despite the current adversity. After all, the

big winners have always been the local schools and other charities.

Here are some other dates to remember in the tropics:

February 3-8, **Carnival in Mazatlan**. Nobody does Carnival in Mexico like Mazatlan, so you don't want to miss it.

February 28, Paradise Marina, **Pacific Puddle Jump Party**, for those going across this year only, sponsored by *Latitude* and Paradise Marina. (Check out the report early in *Changes* from **Waterdragon** on how the officials in French Polynesia have become sooooo much nicer to U.S. cruisers.)

March 11, Banderas Bay, **Pirates for Pupils Spinnaker Cup**. Everyone gets to dress up like pirates and wenchies for the 12-mile spinny run from Punta de Mita to Nuevo Vallarta, and all to raise money



Four lovely wenchies on Spring Break from Dartmouth University brightened up the last 'Pirates For Pupils Spinnaker Run For Charity.'

to support the local schools. Bring your own boat or jump on one of the big cats. We hope to have at least 40 folks on *Profligate* alone.

March 12-15, the **13th Annual Banderas Bay Regatta**. This is not-too-serious racing for cruisers in an idyllic environment with wonderful conditions — and a heck of a lot of fun. Entry is free, and it gets you a 50% discount on berths

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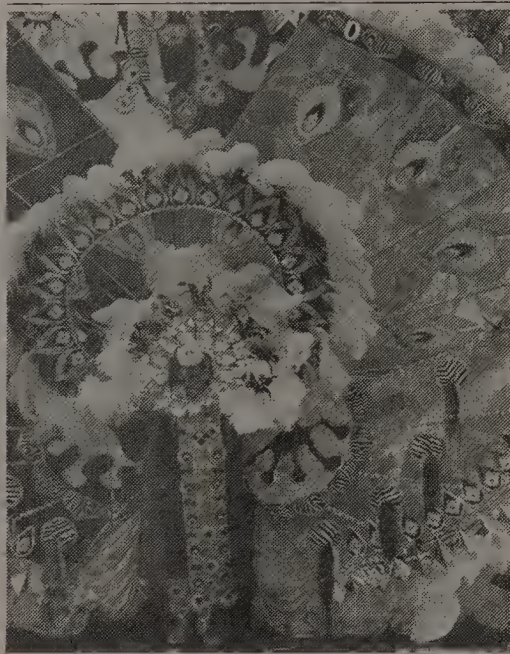
at Paradise Marina. We'll be there — and hope you will be, too.

For folks lucky enough to be sailing in the **Caribbean**, there are many great events, but here are the biggest dates for sailors:

February 3-8, **Carnival in Trinidad**, the second biggest Carnival in the world after Rio, but many say it's the best. Having seen Port of Spain in full Carnival splendor, we believe it. The minute one year's Carnival is over, the Trinians start preparing for the next one. There are also many lesser Carnival celebrations throughout the Caribbean.

March 4-6, the **25th Annual Heineken Regatta** in St. Martin. The racing ranges from just-for-fun to hard-core depending on what class you're in, but the drinking, dancing, and partying are all extreme. In addition to the crews of the 235 or so boats, the whole island gets into it. Jimmy 'The Harder They Come' Cliff headlines this year's entertainment.

April 14-19, **Antigua Classic Yacht Regatta**, in Antigua. A very classy event for the world's most classic yachts. Go to www.antiguaclassics.com and check out



J. OUVERT

This Trini woman's stellar Carnival costume was 17 feet tall and came with a 36-foot waist. She might have mortgaged her home to buy it.

the photo galleries, and you'll know why you have to do this at least once in your life. Spectacular!

April 24-May 30, **Antigua Sailing Week**, Antigua. This is the granddaddy of

all big sailing events in the Caribbean, and remains the standard for having a great time sailing in great conditions. Unlike the three-day Heineken, this is a week-long enduro — 'Ouch, my liver!' — so no wonder it marks the end of the season in the Caribbean.

"Charlie's Charts and the John Rains' Mexico Boating Guide both have reliable information for the anchorages and marinas in Mexico that we've been in," write Bill and Cynthia Noonan of the Half Moon Bay-based Island Packet 380 **Crème Brûlée**, "but both guides are way off with respect to the welcome you'll receive at the **Acapulco YC**. The only other berthing option is Marina de Acapulco, which has been badly-damaged by storms, has docks in very poor condition, and is without power and water. Maybe the Acapulco YC welcomes John Rains delivering a megayacht and recording his experiences for the next edition of his cruising guide, but Joe Schmoe sailors-on-the-move like us get quite different treatment. We arrived in Acapulco Bay after a 20-hour passage from Zihuatanejo, having tried to

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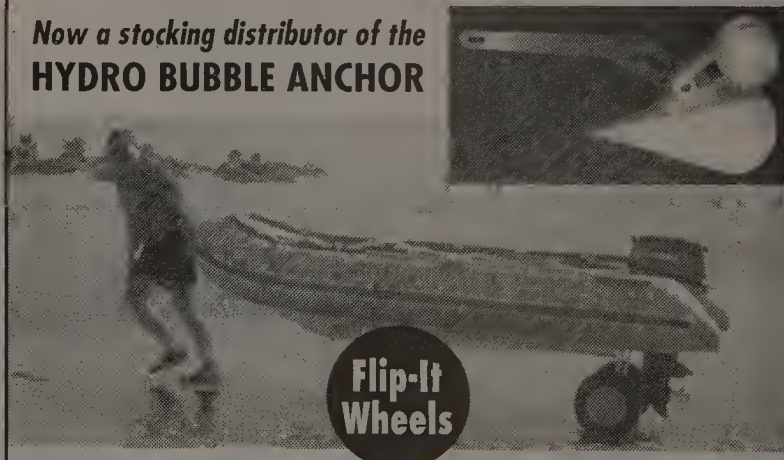
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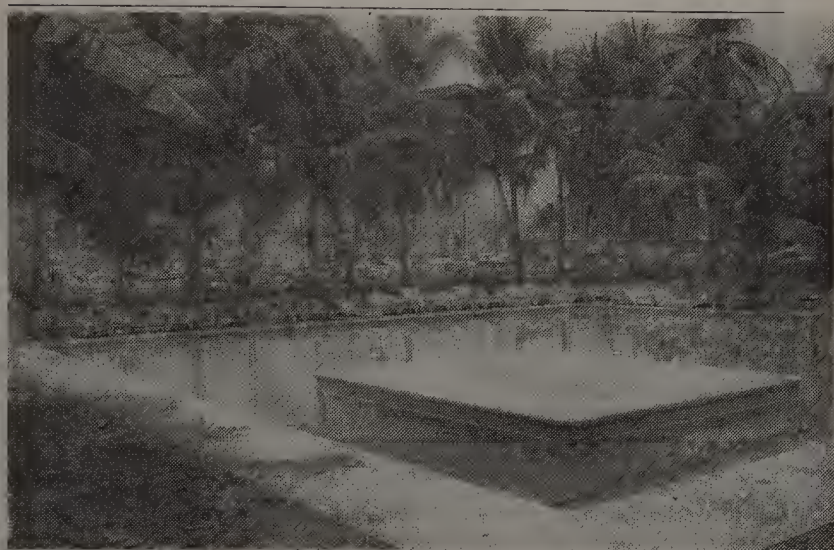
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contact the club by phone for two days to reserve a slip. Nobody answered the phone. We repeatedly called by VHF the morning we arrived, kept getting put off, and were finally told to anchor. Anchoring was tricky, as it was among derelict boats, many on moorings, and the water was 60 feet deep with the bottom covered in garbage. We were miffed, but thought we could handle it for four hours until we could see the club's Harbormaster. When we dinghied in at noon, he told us there were no available slips. We told him that we were disappointed, but as we were members of a reciprocating yacht club, we would like to have access to the club's facilities after a long passage. He told us to come back late that afternoon. When we did, he said he would handle guest privileges the next day, but would start the 10-minute checking-in formalities right then. The next day he completed our check in/out, which went smoothly. When I asked again about access to the club, he reluctantly gave us crew cards good for that day at a cost of 242 pesos — or about \$22. The joke was on us, as the

club is closed on that day! As for the cost of checking in/out, plus IVA tax, plus privileges, it came to nearly \$90 U.S. Our conclusion is that the Acapulco YC does not welcome transient cruisers. In all other Mexican marinas we've been to, the boats' homeports were all faraway places. But at the Acapulco YC, almost all the boats are from Acapulco — the few exceptions being megayachts that obviously bring in big bucks to the club's treasury. It's obvious that the marina is tight on space, however it wouldn't be a big deal for them to place five or six moorings out for visitors, even if they cost \$20-\$30/night — use of the facilities included. Acapulco is the *only* bad experience we've had in Mexico, starting all the way from



When we've bought lunch or drinks, the Acapulco YC has never asked us for a day fee. But always assume you'll have to anchor out.

San Diego. Our recommendation? Pull into Bahia de Marquez, about six miles to the south, and anchor there without having to check in at all."

Our experience with the Acapulco YC — over a period of about 25 years and twice in the last two years — is that they, like all the big clubs in big cities in the U.S., are woefully short of berthing. In addition, the Acapulco YC is and has al-



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ways been the one and only yacht club of Mexico's wealthy and ultra wealthy, and its members pay \$50,000 U.S. to join. As such, you might understand that the club's number one priority is not finding transient space for the hundreds of cruising boats that come down from the States, but finding space for members' boats. And yes, as is the case with many of the major yacht clubs around the world, particularly in the Third World, who you are and what boat you have does make a big difference.

Having said all that, we've always found the staff of the Acapulco YC — the three honchos of which have all worked there for nearly 40 years — to be extremely pleasant — although not 'cruiser casual'. And that if we were to treat them with deference and respect, and anchored out for a couple of days — we've dropped the hook in worse places — they might eventually find a slip that opened up for a day or two. It's our impression that the harbor master has an impossible job of trying to fit everybody in, but does the best that he can. As for the \$22/person day user fee, it's clearly stated on their website. We've never spent more than a



INCLINATION & ANTARES

The 300+ pound marlin that Garth and Ken landed off San Carlos was so big that it wouldn't fit in their 14-ft skiff — or this photograph!

few days at the Acapulco YC, but we've always found it to be an enjoyable oasis in a very large and exciting city. And maybe it's because we bought lunch and a couple of drinks at the bar, but we've

never assessed the day fee for spending our days around the club and hanging out at the pool. We're sorry your experience wasn't as good, and appreciate your identifying another option for cruisers when in the Acapulco area.

A couple of months ago, Garth Jones of the Mulege and San Carlos-based sailboat **Inclination**, and Ken Holmes of the San Diego and San Carlos-based sailboat **Antares**, claimed to have caught a 300+ pound marlin from a 14-ft skiff off San Carlos, Mexico. How could we possibly believe such a fish story when the photo they sent wouldn't open up in our email? See the new photo on this page for the reason that we now believe!

"Fear of pirates in the Caribbean?" ask Randy and Lourae Kenoffel of the San Francisco-based Moorings 500 **Pizazz**, who have been cruising the Caribbean for many years now. "It's been over four years since we last cruised the Colombia coast, but in that time we would guess that over 100 boats have travelled east to west, and probably another dozen have gone east each year. Does the fact that three boats

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have had serious problems with armed pirates in the last two years make that coast unsafe for cruisers? Is it unsafe to live in Oakland when someone gets murdered nearly every day?"

"Since we returned to the Caribbean in July of 2004," the couple continue, "we have had two dozen boats come by and thank us for providing them with information about the Colombian coast so they could make their own decision about whether to use that route. They all said they had enjoyed the few stops they made, and didn't know of any cruisers who stopped having had problems. We don't feel that any one person — or *Latitude 38* — can say that Colombia is not safe based upon a few incidents. Yes, there are always areas of Colombia that cruisers should avoid — Barranquilla/Rio Magdalena has always been one of those, as even the Colombians don't stop there."

"Maybe we are the 'fools', the Kenoffel's go on, "who wrote some information and gave other 'fools' the impression that Colombia is an OK place. We'll say it again, that everybody should make their own de-

cision whether to transit the coast of Colombia. And no, we are not saying that Colombia is entirely safe. But there are also many boats that arrive in Cartagena with blown sails, broken booms, and serious boat problems. If they had been aware of places they could have stopped along the coast to rest or make repairs, maybe the damage wouldn't have been as great. We think the weather, not pirates, is the biggest problem along the coast of Colombia. There are a few times during the year where there commonly are weather windows — late April to early June, and September until the end of October. Cruisers should use those weather windows."

We don't think we ever accused you of



The 1,200-mile passage from Panama to the Eastern Caribbean is wicked. And there are security issues along the coast of Colombia.

being "fools" for sharing your helpful knowledge about the coast of Colombia, but we do think the security situation is different now than when you wrote it. Three serious incidents with guns in two years when only a relatively small number of boats transited that coast? It may not seem like a large number for you, but that and the history of the region are enough to make us seek other options.

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Indeed, it's for that reason we avoid certain parts of Oakland — and other California cities with violent reputations. But we agree, once they have the facts, it's up to each person to make his/her decision.

We agree that for most cruisers, the weather along the coast of Colombia will normally be a bigger threat than pirates. As for weather windows, the percentages are higher in some months than in others, but we might disagree with you about which months those are. When *Profligate* went eastward across the Caribbean, meaning into the wind and seas, in December of 2003, when you suggest there won't be weather windows, the conditions were much milder than when we sailed westward with the wind and seas across the Caribbean in early May of 2004, when you say there should be a window. Indeed, we don't believe any cruising boat could have made *any* progress going east early last May.

"Everyone should know that the cruisers in Bahia Caraquez, Ecuador, got together a few times and shared information on their inland travel and cruising in Panama," writes Joe Scirica and



JOE SCIRICA

Mr. Iguana, hoping to see more of the world than the Galapagos, applied for a crew position on Joe Scirica's 'Music'. But he lacked experience.

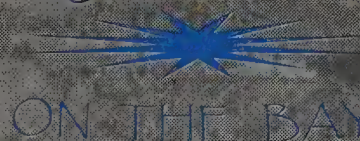
Pipsqueak the ship's cat of the Redondo Beach-based Beneteau 40 CC **Music**, which is currently in Balboa, Panama. "Here in Panama, there have been groups of cruisers sharing information on Ecua-

dor, the Galapagos, and the Darien Jungle region of Panama. Mary Heeney of the San Francisco-based Passport 42 **Ace** has put together a very comprehensive document called *Beyond Panama*. And Marsha of *She Wolf* has assembled a lot of information based on their extensive travel in and around Ecuador. What a great group to be cruising with!" We'll have a more detailed report on the last two year's of Scirica's cruising, which saw him travel from Central America down to Ecuador, then out to the Galapagos in company with John Kelley and Linda Keigher of the Seattle-based Sirena 38 **Hawkeye**, then back to Panama. It's really amazing, because the whole business of stopping at Guatemala, El Salvador, and Nicaragua really didn't start until about three or four years ago. As for the reported paradise of Bahia de Caraquez, which is said to be the ideal base for explorations in Ecuador and Peru, that's only been popular the last year or two.

"Joan and I haven't written in a while because we've been doing things like going to the dentist every few days to take

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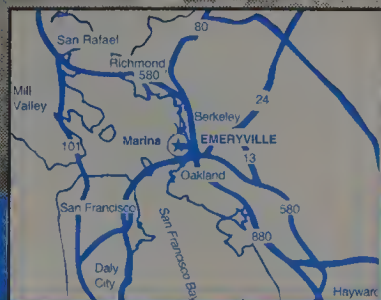


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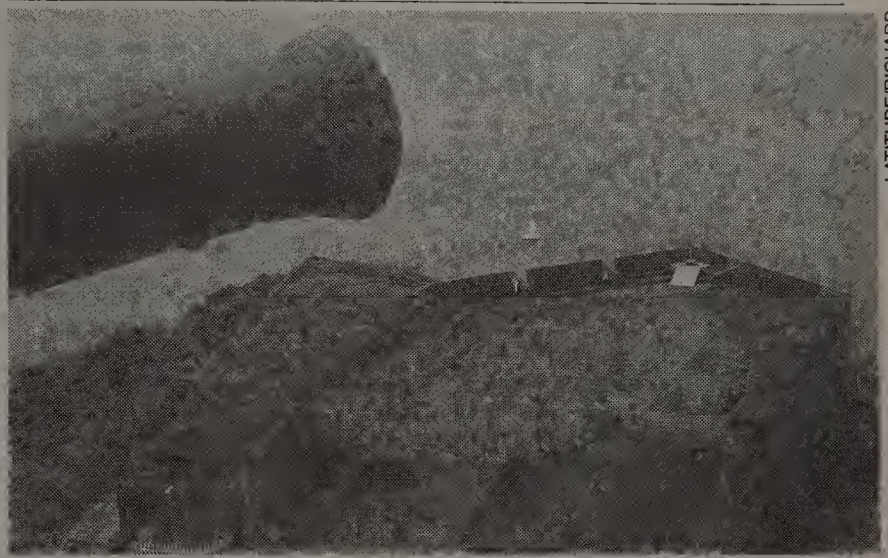
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care of teeth problems we've neglected," writes Blair Grinols of the Vallejo-based 46-ft catamaran **Capricorn Cat**. I had to have two bridges replaced, so I didn't get home from the dentist until 10 p.m. last night. I needed some gum surgery, too, and also had to have a root canal done on the tooth that holds the bridge. Joan had a tooth go bad that held a bridge, so the bridge had to be removed and the tooth pulled. Now she has to have a new bridge made. Going to the dentist is never good news, but listen to these prices. We were charged \$26 for my surgery and \$26 for my extraction. It was \$263 for each of my bridges, and \$162 for a three-root root canal. Joan's bridge will probably cost a little more since it's more complicated. Nonetheless, the money we will save by having the work done down here versus up in the States will pay for this year's season of cruising in Mexico."

"Greetings from Nevis in the Eastern Caribbean," write Jim and Jamie Casey, who chartered a **Beneteau 473** from Sunsail Yachts. "We spent a week in the Virgins, then continued on to St. Martin

and St. Barth before coming to Nevis. It was here that we had a rendezvous with friends Ken and Nancy Burnap of the Santa Cruz-based Super Maramu 53 **Notre Vie**. They arrived in Antigua last week after sailing across the Atlantic from the Canary Islands. We're having a great time on Nevis, hiking the volcano, tasting the French wines, and chasing down fresh baguettes. We're looking forward to Christmas at Majors Bay in St. Kitts and hiking through the petroglyphs in Bloody Gulch. The latter is where the Brits and French showed a singular cooperative spirit in wiping out the last of the Carib Indians on St. Kitts



St. Kitts is a beautiful island — with a long history of bloody battles between the Euros and Indians, and the Euros amongst themselves.

— just three years after the first whites arrived. We'll be looking for you guys in St. Barth on our way back to dropping off our boat in St. Martin."

The **cruising season is in full swing** in both Mexico and the Caribbean, so we'd love to get short reports from all of you. Please don't forget to include your full name and a couple of high res photos.



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14-FT WHITEHALL FIBERGLASS rowboat and oars, \$1,250. 17-ft Trimline fiberglass rowing shell with aluminum oars and carbon fiber blades with roll around strap-on wheels, \$650. Both very good condition. Call (925) 699-1970.

SEA-DOO GTX, 1995. 90 hp, 3 seater. Freshwater only, like new, under 200 hours. Garaged and very clean. Kids in college so it just sits. \$2,500 or trade for RIB with outboard. (510) 864-9336.

13.5-FT WHITEHALL. Fiberglass with mahogany trim, 2 rowing positions and 2 pairs of sweeps. Excellent condition, handles like a dream, with trailer. \$2,400/oob/trades considered. (805) 773-5512.

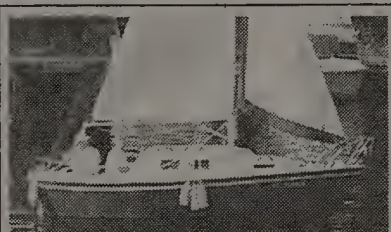


PARKER 505, 1968. Hull #7049 with trailer and extra sails. \$1,500. Call (209) 383-4251.

24 FEET & UNDER

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MELGES 24, #19. Race ready. All standing and running rigging less than 1 year old, many other significant upgrades. Includes: TacTic, Nissan 3.5 hp engine, trailer, two complete, used sets of practice sails. \$24,000/oob. (415) 380-1717 or email: atomicdog19@hotmail.com.



WEST WIGHT POTTER 19, 2003. Honda 4-stroke 5 hp. Baja trailer, CDI roller furling, blue hull, perfect condition. \$10,900. Doug (541) 420-6020.

LIGHTNING 19, 1975. Responsive and solid hard chine sloop with trailer. Fiberglass hull, aluminum mast, stainless centerboard, 2 suits of sails, outboard motor bracket, cover. <www.lightningclass.org> for more Lightning info. Great condition. \$2,000. Call (707) 217-4033 or email: joel.hoyt@alcatel.com.

SANTANA 20, HULL #124. At Folsom Lake. Asking \$4,000. See photos at: <<http://www.yahoo.com/>>, click 'photos', 'sign in', username: mirage124@pacbell.net, password: mirage. Email: Retraxit@pacbell.net.

MOORE 24, HULL #26. Good condition, dry sailed, gel-coat bottom, Ballenger spars, 2 suits of sails, good topside anti-skid, trailer, new Honda outboard, race ready, great Bay Area fleet \$9,500. (408) 425-6205 or mengebretson@hotmail.com.

MONTGOMERY 17, 1984. Trailer, much stuff. \$7,500. Call Mike (661) 747-8507.

BALBOA 20 SWING-KEEL SLOOP. Lyle Hess design. Avocado. Doyle working and genoa sails. New cushions but exhausted Nissan 9 hp. Very clean, set up for single-handling. On Adwel trailer with new tires. Rare plastic style. \$4,000. Call John (707) 443-2816.

21-FT BAY LADY. Double-planked hull, metal fin keel, varnished cabin, self-bailing cockpit, Marconi rig. Reliable 5 hp Nissan. Full canvas cover. Berkeley berth. Asking \$1,000. Call (510) 847-2898.

24-FT COLUMBIA CHALLENGER. Tiburon. Sleeps 4, fiberglass good, no blisters, former Bay champion. \$1,000. (415) 722-9887.

J/24, 1981. HULL #2833. Brand new, never-installed standing rigging from Ballenger, two suits of sails, anchor, stereo, good battery, cushions, great condition. Trailer included, has outboard bracket, but no outboard. Dry sailed. \$4,500. (831) 469-4357.

CATALINA 22, 1974 on a decent trailer. Several sails in good shape. Trailer has low miles, rigging in good shape. Needs TLC. \$2,300/oob. View pictures at: <www.surfcitycatamarans.com/cat22> or call (831) 359-5918.



PEARSON ELECTRA 23. Stout, classic, pocket cruiser. Recent re-rig, recent upholstery, two suits of sails, marine head. VHF. Decent condition, needs a little primping but ready to sail. \$950. Unused Nissan 3.5 hp outboard available for additional \$200. (707) 486-7699.

ISLANDER 21. 6 hp ob, torpedo keel, tandem trailer. Great little sailboat for Bay or Delta and ready to go. Proceeds benefit 'at risk youth' program. \$1,200/oob. Call Dave (916) 875 0576.

DRASCOMBE LUGGER Mk 5, 1972. 18-ft fiberglass hull, tanbark sails, British Seagull outboard and trailer. \$5,500/oob. Call (530) 865-7532.

CAL 20. Nice shape. Fresh bottom May 2004. New rudder, near new North sails, good rig, ready to sail. \$1,200/oob. (510) 830-7982. Also, Catalina 30 available March 15, Atomic 4, dropable rig, call for details.



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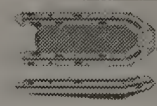
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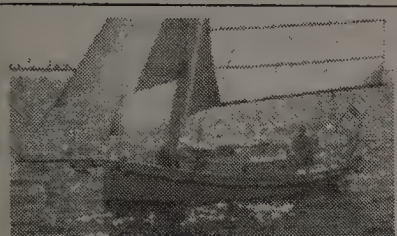
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KAMAKAI 20, 1999. Topsail gaff cutter pocket cruiser. Website pictures and details at: <www.members.cox.net/dwellens/kamakai/kamakai.htm> (619) 980-8704 or email: dwellens@cox.net.

CAL 20, \$4,000, with 20-ft SF Marina slip. New rig and bottom. 4 hp outboard, good sails. Leave message at (415) 341-1476.

25 TO 28 FEET

MacGREGOR 26X, 2000. Excellent condition. Includes: Trailer, 50 hp motor, full custom cockpit enclosure, bottom paint, GPS, shorepower, roller furling, sail covers, all lines led to cockpit, anchor with rode, fenders, four 6-gal gas tanks, wheel steering, microwave, large head, teak accents, much more. \$19,750. Call Dan (415) 456-2644.

SAN JUAN 28 BY CLARK. Excellent condition, 2002 bottom job, Yanmar, 40 gallon tank. Kitchenette, head, Battery charger, autopilot, CD stereo. GPS, depth, knotmeter, 5' keel. 2 jibs, 2 mains, spinnaker. Excellent liveaboard. \$16,000. Call (707) 748-0206.

OLSON 25, SANTA CRUZ BUILT. Baleineau. Five-time season/national champ. Includes tandem-axle trailer, 5 hp outboard, 11 bags of sails, KVH instruments, recent standing and running rigging. Beautiful condition. In Tiburon. \$12,000. For more info call (510) 758-8349 or email: baleineau@comcast.net.



CHRYSLER 26, 1977. New Doyle main, and roller furled genoa, galley, enclosed head, 6'3" standing headroom. 9.9 hp 2-stroke outboard. On trailer at Folsom Lake. \$7,900. Call (916) 300-8474.

TARTAN 27, 1964. S&S design. Well-maintained boat in good condition. Sails and rigging replaced 2 years ago. \$5,000. Call (925) 698-0993.

ERICSON 25, 1976. Sailed regularly. Newer Mercury 15 hp 4-stroke (\$2,600 in store). 6 sails, anchors, compass, stereo, new VHF, depth, head, battery, vang, new electrical breaker panel, cushions, more. Lots of storage. 5 to 7-ft headroom. First \$3,100. Call (925) 998-4044.

CAL 27, 1972. Pop-top with canvas, spacious cabin, VHF, depthfinder. Two batteries with charger. Great Bay and Delta boat. Needs outboard. \$2,500. Call between 4 and 7 pm. (415) 751-7115.

BALBOA 26, 1974. Trailer, 9.9 hp Evinrude outboard motor, swing keel, sails and covers, stove, water, sink, cooler. All good condition. Can be seen at dry dock in Oroville, CA. \$6,000/obo. Consider trade. Call (530) 549-3047.

US YACHT 25, 1981. Roller furling, sail reconditioned. New 2002: Electronics, wiring, 4-cycle 9.9 hp outboard, standing and running rigging, Awlgrip hull, CD radio, lifelines. Hauled and painted 8/04. \$4,500/obo. Vallejo. (707) 255-2882.

CATALINA 27, 1971. Dinette layout. Great condition, never damaged. Always well-maintained and upgraded all along. New 8 hp Honda 4-stroke ob. Plenty of extras. Coyote Point YC berth. I've sailed her nearly every week since 1988. \$9,000/obo. (650) 281-4688.

HUNTER 25, 1978. \$4,500. Great Bay boat. Sleeps 4, Porta-Potti, good 5 hp outboard, stove and icebox. New in 2004: Standing rigging, lifelines, boomvang, bottom job and wax, CD/stereo and water tank. Transferable Berkeley slip. Photos at: <http://www.thedolphinfamily.com> (415) 994-3494 or gxdolphin@yahoo.com.



ERICSON 27 SLOOP, 1973. Atomic Four inboard, spinnaker pole, fully loaded, sails are like new, engine is excellent, very clean interior, hull and rigging are in excellent shape. Steal. \$9,950. Mr. Altick (415) 331-5900 ext 3.

ISLANDER 28, 1977. Robert Perry design. Wheel steering, Volvo diesel. Sails: Storm jib, lapper, 100 (North Sails 2003), 150 x 2, reacher with sock, sheets and snatchblocks, main refurbished by North Sails 2003. Standard Horizon depth-sounder 2003, Vallejo Yachtmasters bottom job 2004, new head and holding tank by BayMarine 2002, custom plexiglass washboards 2004, recent cushions including cockpit. Receipts, manuals, many extras. Docked at Vallejo Yacht Club. \$14,500. Call (707) 718-2419.

CATALINA 27, 1978. Dinette layout with custom interior. Strong Atomic 4, new North Sails self-furling jib. Clean, well-loved, great boat and very suitable liveaboard. Motivated to sell at \$7,800/obo. Call Kat (510) 548-9986 or email: boat@ideasoup.net.

CHEOY LEE FRISCO FLYER 26, 1966. Heavy fiberglass hull, teak over fiberglass deck, teak trim. MD-1 Volvo diesel, head with holding tank. 2 jibs, 1 main. VHF/stereo. A sweetheart of a boat. Must sell. \$6,400/obo. Call (415) 457-8557.

OLSON 25. Very clean in and out. Competitive in races, with race bottom, race and cruising sails. New chainplates, hatch. Outboard, VHF, stove, cushions, life jacket, all the stuff. Last survey available. \$10,900. Call (415) 350-4134.

SANTANA 27. Excellent condition. New bottom paint and survey. North sails, main, jib and spinnaker. Interior teak floors, new cushions. Radio, CD, depthfinder, autopilot and head. Honda outboard with low mileage. \$6,500/obo. Call Diane (209) 525-9156.



CORONADO 27, 1973. Clean and well maintained. New rigging, boom, North mainsail, and Harken roller furler. 1998 Yamaha 4-stroke, very few hours, excellent condition. Bottom painted 2 years ago, cleaned regularly. \$6,500. Alameda berth. Call Tom (408) 314-0791 or email: chetnet@sbcglobal.net.

COLUMBIA 26 Mk II, 1970. Bill Tripp design. Fiberglass Bay/Delta boat, ready to sail. Crispy main, jib. Lines to cockpit. New 9.9 hp Johnson longshaft outboard. New full cockpit closed-cell cushions, interior upholstery, sail covers. Averaged 7 knots Alameda to Redwood City, now in private Delta berth. Knotmeter, VHF, depth/fishfinder. Freshwater tank, sinks, icebox, propane stove. Hanging locker, compartment storage. Enclosed head. Sleeps 5. Dinette converts to double bunk. Bilge clean, dry. Fixed keel, 4.5-ft draft. Fishpole holder on stern rail. Needs some exterior paint. Dodger. Disability forces sale. \$3,800/obo. Also selling separately El Toro, Sunfish, bass boat 15 hp. Call 9 am to 7 pm: (925) 684-9811.

CONTESSA 26, 1973. Windvane, dinghy, sounder, speedo, kerosene heater, gimbaled stove, head, tricolor, 6 hp outboard, inoperable diesel, 6 sails, CQR. New: Standing rigging, lifelines, VHF, GPS chartplotter, gel cells, 12 volt system, windex. \$12,000/obo. Leo (650) 738-5948.

\$700 CORONADO 25. Large interior, full cushions, main, two jibs, ready to sail. (510) 599-0252.

ERICSON 27, 1976. Sails and hull in good shape. Atomic four needs work and bottom needs paint. Needs brightwork and general clean-up. At Coyote Point. \$4,500. (650) 697-5854.

HUNTER 25 SLOOP, 1978. Great sailer with mucho new gear: New rigging, battery, jib, compass, etc. Sleeps 4, teak doors and bulkheads. 9.9 Yamaha. Everything works. \$2,850/obo. (415) 722-7695.



KILLER DEAL: 28-ft IOR 1/4 ton. Very unique boat, *Falcon*. 1976 Gary Mull designed racer. Hull #20, new bottom. Completely rebuilt OMC saildrive inboard, new halyards. Pineapple main, 2 jibs, 1 spinnaker. Fast, fun and easy to sail. \$5,500. (415) 272-6222.

1966 TRAILERABLE TRIPP DESIGN. FG cutter. 26' LOD, 30' LOA. Shoal draft keel with steel board. LectraSan head, fireplace, 7.5 Honda ob in well. Classic lines. TI berth. \$2,500. \$4500 with trailer. (415) 621-2990 or namkrow@earthlink.net.

29 TO 31 FEET

BENETEAU FIRST 305 RACER/CRUISER. Sharp. *Noble Lady*. Club champion 2002. She takes 1st or 2nd in almost every race. She is fast, a real winner. Brand new racing bottom, complete cruising and D4 racing sails. Upgraded winches, Navtec backstay, fine-tune main sheeting, carbon pole, loaded instrumentation, autopilot. 12/1 haulout. Kitchen has double stainless sink, 2-burner stove and oven, wine storage. Head has sink, toilet and loads of cabinets. All wood interior nicely appointed, two staterooms queen size. Great cruising boat. Over \$46,000 in upgrades, priced to sell at \$39,500. Call Gary (925) 314-7303 (days) or (925) 855-9041 (eves).

1929 BIRD, GREY GOOSE, #10. Proven race winner, ready to go. Recent survey, good condition, two mains, jib, spinnaker. \$5,000/obo, must sell. View at website: <http://greygoose10.home.comcast.net> Email: greygoose10@hotmail.com or call (912) 224-7111.

'OLSON 30, 1982. Racing and 'delivery' sails. Standing rigging and halyards replaced 2001. New Tuff Luff 2001. VHF, KM, tillerpiot, Tacktick mast-mounted compass. Double-axle trailer. 5 hp o/b. \$15,500. Call (510) 331-7899.



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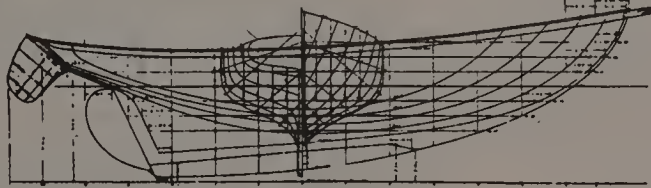
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NEWPORT 30 Mk II, 1979. Excellent Bay boat, berthed at South Beach Marina. Will consider partnership. Diesel, roller furling, wheel, teak, gimbaled stove, refrigerator, comfortable cabin, sleeps 6. Great N30 fleet association. \$15,000. (415) 584-7952 or (415) 254-5009.

SEIDELMANN 299, 1979. Berth included through April while you get ready for Opening Day. Great cruising sloop with good speed, full keel and comfortable accommodations. Yanmar diesel, radio, depthfinder, knotmeter, extra jib, well maintained. \$11,500. Motivated seller. (707) 462-1851 or mike@pacific.net.

HUNTER 290, 2001. Great Bay and Delta boat. Probably best equipped on the West Coast. Color radar and chartplotters with overlay at helm (RL530) and nav station (RL70CRC), 4000 autopilot, VHF, refrigeration, 3 group 27 AGM batteries, link 20. Speed, depth, wind instruments, cruising spinnaker hardware and lines, furling jib, 6 winches, rigid vang, all safety gear and ready to sail, professionally maintained. \$62,000. Call (707) 255-3618 or email: dan.jonas@sbcglobal.net.

COLUMBIA DEFENDER 29, 1964. Just returned from Channel Islands. Great full keel cruiser, singlehander potential. 6 sails, complete rigging, Bruce and Danforth anchors, 25 hp inboard Atomic. Includes GPS, depthsounder, VHF, batteries. Perfect liveaboard, 110/12 volts, spacious 6'0" headroom, sleeps 5, teak interior, galley, Porta-Potti. Rugged cosmetics but very functional. Also: Fiberglass dinghy, mooring in Morro Bay. Million dollar view, rent free. For photos see: <www.geocities.com/mycolumbia29> Asking \$5,000. Kristian (805) 259-8627.

BUCCANEER 29.5, 1977. \$10,000/obo. Racing/cruiser, tall-masted sloop, 1/2 tonner. 13 hp Volvo Penta diesel. Furling jib, two headsails and main, full rigging. Full galley, 12 gal water and fuel, 6'0" headroom and 12'3" beam. Skeg keel. Email: rrrrrrrrrm@hotmail.com or call (415) 515-0093.

CAL 2-29. Bill Lapworth successful design for midget ocean racing. Fast, dry, easy handling. Sleeps 6. Recent new mast, interior, bottom, major engine work. Atomic 4. Race and cruise equipped. Sell due to death in family. \$15,900. Seller motivated. (209) 365-6642 or (510) 708-6643.

ISLANDER BAHAMA 30 SLOOP, 1982 with diesel inboard. Original owner. \$18,000. Owl Harbor, Berth H4. Sail inventory: 90, 110 and 135 headsails plus mainsail. For information or inspection please call Walt (510) 793-8794 or email: Tapnsail@aol.com.

ISLANDER 30 Mk II, 1973. Wheel, 110 jib, stiff sailboat, two anchors, emergency tiller, cockpit table. New in 2003: Bottom paint (two coats blue over red), depth, standing rigging, traveler gear, roller furling. P-60 gas engine is an International Harvester tractor engine and runs great. No blisters. Nice interior with teak and holly sole. This is a clean boat. Solid and safe. Been to the Farallones three times. \$13,000/firm. Call (510) 520-2346 or hvacdotcom@aol.com.

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$46,000/obo. Please call (510) 632-2370 or (510) 614-9817 (eves).

ERICSON 30, 1969. Volvo Penta diesel, new standing rigging, electrical, lifelines, mainsail, mast electrical, thru hulls, hoses, traveler and main rigging, hatches, upholstery. Great project boat, 80-90% complete. Solid Bay cruiser. \$7,000. Call (415) 867-9022 or psidorenko@clearpathnet.com.

ALL OR HALF, DUFOUR 30 SLOOP in good condition. French built in 1969. Fiberglass hull with beautiful wood interior. Small Yanmar diesel always runs. Partner leaving. Pt. Richmond berth. \$12,000 for all. Call (707) 696-7981.

32 TO 35 FEET

YAMAHA 33, 1978. New bottom on this sleek, powerful and comfortable sloop. Furling jibs, spinnakers, massive winches, bimini, tiller, 3 anchors, propane BBQ. Great galley with propane 3-burner Force 10, double sink, microwave, removable dining table. Nav table, electric head, slide-out vanity, scads of tools and storage and 6'7" headroom. Adequate rebuilt YS12 Yanmar is under V-berth, giving quiet and ease of servicing. \$22,000/obo. Two-boat owner may help finance. Call Tom (408) 353-1665.



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HUNTER 33, 1980. Cherubini design, great boat. New mainsail with Doyle stack pack, headsail with furling system, bimini, interior updated 2000. Very clean/dry boat. \$21,500. For pics: lockjr@pacbell.net or call (925) 980-1771.



COOPER 353 PILOTHOUSE, 1981. Rare pilothouse sloop, design by Stan Huntingford. Dual-station hydraulic steering, ProFurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Force10 stove and diesel heater, windlass with 280-ft 3/8" chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. New bottom paint 11/04. Documented. \$45,000. Pictures available. Call (707) 473-0129 or email: ronraven@pacbell.net.

CAL 34 Mk III, 1979. Excellent condition, many upgrades. Roller furling, new sails, windlass, dodger, lee coth. 30 hp diesel, four 6 volt batteries, 100 amp alternator. New Simrad WP30 interfaced with GPS and radar. \$35,000. Call (619) 405-0489 or email: sv_indigo@yahoo.com.



YOUNG SUN 35 CUTTER, 1982. Solid, heavy displacement, bluewater cruising boat with beautiful interior woodwork. Robert Perry design, Yanmar diesel, new cushions, radar, GPS, VHF, autopilot. With slip in Monterey, CA. \$69,500. See: <www.ninefootnine.com/youngsun35> or call (360) 303-9759.

CORONADO 34 PLASTIC CLASSIC. Great Bay/coastal cruiser. New mainsail, Dutchman, recent jib. Many extras including refrigeration, propane stove and heat, radar, h/c pressure water, windlass, cockpit cushions. Spacious interior with huge V-berth. More. \$23,500/obo. Call (209) 527-7775 or email: wlgles@sbcglobal.net.

J/BOATS J/105, 2001. White with navy blue cover/boot stripes. Well maintained and in excellent condition. All J/105 options including wheel steering. B&G instruments and pilot, VHF, GPS, stereo, 2004 racing sails. Redwood City. \$129,000/offer. Email: john@castlerock.com or call (408) 234-4402.

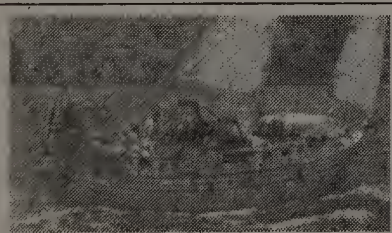
CALIBER 33, 1989. Good condition, new instruments, new LPG system, new standing rigging, and more. \$58,500. For boat picture jpegs, detailed specifications, inventory and survey please email me: tms2323@sbcglobal.net or call (925) 362-0820.

CATALINA 34, 1987. Everything in good condition. 2002 new standing, running rig, mast paint, main, jib, blocks, traveler, ground tackle, manual windlass. Large dodger, GPS, autopilot, microwave, refer, CD, DVD, tender and more. In Antioch. \$55,000. Call (925) 755-7943.



ALOHA 34 SLOOP. Meticulously maintained. Ideal boat for Bay or world cruising. New dodger, brightwork protected with canvas. 27 hp Westerbeke diesel, new Schaefer jib furling gear, 2 mains, 3 jibs, cruising spinnaker, 3 new AGM batteries, stereo with cockpit speakers, autopilot, Loran, propane stove with two tanks, teak interior, sleeps six. Fully equipped for cruising or liveaboard. Located Tiburon. \$49,000. Call John (415) 435-2139 or email: jesanford7@aol.com.

RANGER 33, 1978. Perfect for cruising/racing and just fantastic to sail. 4 sails, furling on headstay, diesel, wheel, autopilot, Navman depth/speed/wind, VHF. Good bottom paint, standing/running rigging in good shape. Dodger, bow and stern anchors, hot/cold water, battery charger, CNG oven, very nice interior, much more. \$22,500. San Diego. Photos coming: <http://f1.pg.briefcase.yahoo.com/bc/andrew_constantine/1st?.dir=/Ranger+33> Call (858) 752-3232 or email: andrew_constantine@yahoo.com.



FANTASIA 35 CENTER COCKPIT SLOOP, 1978. Fantastic cruiser/liveaboard. More space than many 40 footers. Large tanks, diesel, hand-laid fiberglass hull, teak interior. Charming aft master stateroom, guest stateroom forward, salon, very nice galley, head, and work shop. New Neil Pryde sails, new sail covers, new furler. Three jibs, main, spinnaker. A comfortable and solid boat that can sail anywhere. Trinka dink with motor. In Santa Cruz. More info at: <www.skyhighway.com/~angelina> Asking \$63,000. Call Neil (831) 246-0450.

RANGER 33, 1977. Well maintained, Gary Mull racer/cruiser. Universal diesel, pressure hot/cold water, refrigeration, propane stove. Full battened main, 6 bags headsails, 4 spinnakers, many rigging and interior upgrades. Great club racer and liveaboard. \$29,500. (510) 215-2304.

ARIES / ROUGHWATER 32 SLOOP in Colin Archer tradition. Tacks easily, can balance for neutral helm. Easy single-handing or relaxed entertaining. Likes strong winds. Potential liveaboard. V-berth, enclosed head, copious storage, small galley, inboard diesel. Richmond. \$23,000. See: <http://www.molin.org/aries> Call (503) 349-1037 or email: smolin.aries@mailnull.com.



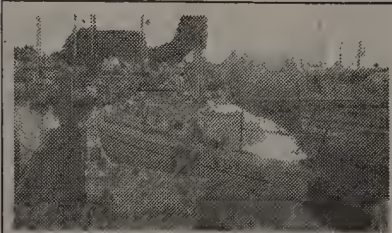
DEHLER 34 GERMAN CRUISER, 1982. \$30,500. Extensively renewed in 2002-2004. New mast, rigging, interior, completely rebuilt engine, bottom work. Located Wilmington, CA. Visit: <http://geocities.com/yury_golubev> for pictures or email: yury_golubev@yahoo.com. Call (818) 393-1025 or (323) 449-8370.

WYLIE 34, 1980. Very clean inside/out. Fresh paint and varnish, 12 plus sails, new sail tracks and deck repair, head with holding tank. Freshly serviced Yanmar, Martec prop, self-tailing winches, running backs, new batteries. \$21,500/obo. Call (415) 279-0609 (days).



MARINER 35 KETCH, 1966. Mahogany/oak, copper and bronze fastened. Wm. Garden design by Far East Yachts, Japan. *White Crest* is a famous Bay Master Mariner that underwent an extensive re-fit/restoration over past 4 years including new deck from frame up by Knight Boat Co. Hauled, caulked and painted, all professionally done. Gimballed stainless oven/stove. Owned by Phil Ganner, professional boatwright, who passed in 2003. Brand new UK sails by Rooster. Perkins 104, perfect runner. Great liveaboard or world cruiser. Does not need TLC. Way too much stuff to list. Beautiful, affordable world cruiser woodie at bargain price. Part trade for Harley, pick-up? Possible nice Alameda slip. \$29,000. (775) 338-9306 or email: flicka55@hotmail.com.

35-FT J/105, 2000. *Nirvana*. Hull #342. Fully race ready and competitive. Quantum regatta inventory, plus practice sails. Nexus electronics. \$122,000. Email Raja: j105nirvana@yahoo.com.



SCHOCK 34 PC, 1987. This boat has an impressive race record and is a very comfortable cruiser with a tri-cabin layout and pressure water. She has a new 3 cyl 27 hp diesel and a good sail inventory. Current survey available. \$38,000. Call (510) 414-4244.

36 TO 39 FEET

HUNTER 35.5, 1994. Whether racing on the Bay, in the Pacific Cup or cruising, this bristol example of Hunter's legendary cruiser/racer is clearly best in class. From its traditional sloop lines to its queen-sized master berth, commodious salon and galley and unparalleled upgrades, this is a sailor's sailboat. Pacific Cup-qualified and equipped. Upgrades and maintenance include cruising dodger, heavy-duty aft-stay chainplates, midship cleats, 4 deep-cell batteries, emergency rudder, standby manual bilge pump, and autopilot. New: Cruising spinnaker, bottom paint, woodwork refinish, buff and wax, striping and head hoses and much more. Shows brand new. Purchased new boat, so priced to sell at asking price \$72,000. Ask for Jim (831) 688-2911 (days) or (831) 684-0666 (eves) or (831) 818-8452 (cell).

HARTOG 36 STEEL SAILBOAT, 1992. Full keel, heavily built, Perkins 4-108. Great cruiser, storage, 140 gal fuel, wheel, GPS. Beam 10'1". Disp: 16,000+. Needs rigging to boom. Selling: health. Berthed San Francisco. Photos/info at website: <www.usedboats.com> \$23,000. Email: peterpiper49@yahoo.com.



37-FT ZEELAND YAWL. Dutch-built steel, wineglass hull, upgraded aluminum mainmast & rigging 1994. 27 hp Yanmar, under 20 hours. Anderson s/t winches 1998. Paint, topsides and bottom 2002, cabintop 2004, varnish 2005. \$31,000/obo. Call (209) 482-2453.

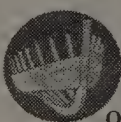
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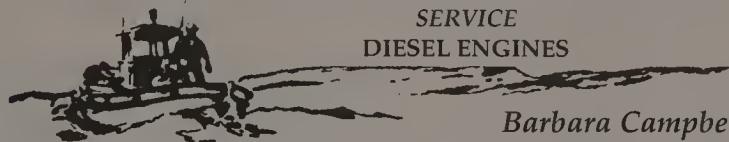
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MAGELLAN 36 KETCH, 1977. Designer: Angleman. Beam 11'10". Draft 4'8". 1992 Yanmar diesel, 35 hp. Transmission: Rebuilt 1997 Yanmar. Hart interface inverter, Adler-Barbour 12 volt refrigerator, 3-burner CNG range/oven. 45-lb CQR and 20-lb Danforth, 250-ft of 3/8" chain, 150-ft of rope. Bilge pumps: 1" manual built-in, two 3/4" electric automatic/separate circuits in bilge. Bronze hull fittings for cockpit drain, engine cooling, sink drain, head inlet and outlet, bow pulpit with double lifelines to taffrail. Custom-made curtains for portlights, rebbed in 1997. Cost for masts professionally installed ranges from \$11,000-\$15,000. Vessel currently insured for \$48,000. Asking price \$33,000 or best reasonable/serious offer. Call Sid (510) 540-8497 or (510) 306-4964 (cell) or email: sid@jong.com.

C&C LANDFALL 39, 1986. Center cockpit cruising yacht. Professionally maintained in meticulous condition. 2 jibs, 1 mainsail, roller furling, dodger, autopilot, electric windlass, dinghy, cutboard. Spacious salon with 6.8-ft headroom, lots of wood. Very large owner's stateroom with head and shower, large V-berth with head. Radar, VHF radio. Yanmar diesel, Sea Frost refrigeration. Galley with propane. 100 gals fresh water in 3 tanks, 40 gals diesel. Insulated backstay. \$85,000. Photo, details available by email: wkaelin@sbcglobal.net.



ISLAND PACKET 350, 1998. Excellent condition with full cruising amenities. Currently in Mexico, transporting to the Pacific Northwest in May. Interior teak is varnished, not oiled. Autoprop, autopilot, davits, solar and wind generation on arch, much more. \$185,000. Please email: basta350@hotmail.com.

ERICSON 38, 1989. Tri-cabin, 4 cyl Universal diesel, electric windlass. One owner, lightly used, excellent condition. Great, fast, comfortable cruiser. \$89,000. (310) 390-1839.

PEARSON 39, 1983. Cutter rigged sloop. Yanmar 33 diesel. Bluewater cruiser. Many extras. \$49,862. (604) 987 0050. See: <http://www.origamimagic.com/Design/LB39/LB39.htm>

37-FT CUTTER, 1984. West System construction. Proven bluewater cruiser. All amenities for extensive cruising or liveaboard. Just needs some cosmetic care. Ready to go again. \$45,000/obo. See: <www.oberon.insf.net> Call (510) 814-8749 or oberon_nc@sbcglobal.net.

TAYANA 37 KETCH, 1976. Proven cruiser, great at anchor or live aboard. Spacious head/shower, wet locker, navigation station, Autohelm, vane, radar, Ham, two 45# CQRs, chain, windlass, 100 diesel, 140 water, Perkins 4-108. \$42,500. Call (209) 823-9303.

EXPRESS 37, 1985. Good condition, standard equipment, stereo, BBQ. Recent survey and bottom paint. Priced to sell at \$70,000. Call (415) 377-5653 or email: jjgonzales@yahoo.com.

MORGAN, 382, 1980. Well equipped, good electronics, GPS, hard dodger, Autohelm, Monitor windvane, electric windlass, Adler-Barbour, too much to list. Asking \$67,500. For specs, please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.



HANS CHRISTIAN 38T, 1978. Cutter rigged. Very good condition. Will fax complete survey from 2003 to serious offer. Most survey recommendations corrected. Asking \$84,000. For details email: G_Gib_adventure@yahoo.com. Email preferred. Phone ok: (619) 322-5266.

PEARSON 365 KETCH, 1976. Excellent liveaboard and Bay cruiser. Diesel, radar, sails in good shape. Needs bottom paint. Haulout is negotiable. \$37,000. For pictures go to: <www.asdwindsurfing.com> (650) 737-9739 or (650) 348-8485.

CAL 39 (CORINTHIAN), 1979. New electronics 1995: Radar, GPS, chart plotter. Fitted with dodger, bimini, autopilot, vang, backstay adjuster. Excellent condition. Furler, ss rod rigging, lifelines, new in 2000. \$83,000. For specifications and photos call (415) 305-8512 or email: capnjack1@sbcglobal.net.

IRWIN 37 KETCH, 1982. 2 bdrm, 2 bath floating condo that sails wonderfully. Sail anywhere, ready to go with 50 hp Perkins, Monitor windvane steering, radar, new rigging, cruising spinnaker, electric windless. Full cockpit enclosure. Much more, located Alameda. \$65,000. (530) 273-7819.



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40 TO 50 FEET

VALIANT 40, 1977. Cutter rigged, blue-water cruiser, Perry design. Mexico veteran, 2001-02. Ready to cruise, new LP paint. Located in San Diego. Owners of 22 years must sell. For more info see: <<http://members.cox.net/ddalton3>> \$125,000. Call (760) 230-1861.

BENETEAU 40.7, 2003. BLUE AGAVE. Save your time and money and go sailing on this "better than new" 40.7. Used less than 30 times. Winner of Big Boat Series One Design class. Set up for great family cruising and one-design racing. Full inventory of 3DL race sails (some never used), cruising sails. Carbon fiber spin pole. Blue hull, custom interior, GPS, Nexus integrated instruments, chartplotter, autopilot, custom dodger and covers, upgraded winches, two sets of running rigging, keel faired to template, bottom and foils faired and longboarded, much more. Located in much-sought-after slip on E-dock in downtown Sausalito Yacht Harbor. Slip transferable. \$199,000. Call Thomas (415) 710-2021 or thomasspon@yahoo.com.



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BALTIC 42 DP, 1981. Racing/cruising sloop. Equipment inventory and sailing gear were upgraded for the 2002 Pacific Cup, including new standing and running rigging, major engine overhaul, new electronics, new sails. This pedigree Baltic is perfect for the serious racer or family cruiser. Spacious teak interior throughout with teak and holly sole. Recently surveyed. Berthed in Santa Cruz. \$139,000. This boat must be sold. Will consider all offers. (831) 684-0802 or (831) 234-6788.

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HALVORSEN 41. Sistership to Freya 39. Sea-kindly world cruiser. Fiberglass hull. Yanmar 44 hp, Aries self-steering. Harken furling jib. Good boat for chartering. Comfortable liveaboard. \$57,000. Call (510) 847-7909.



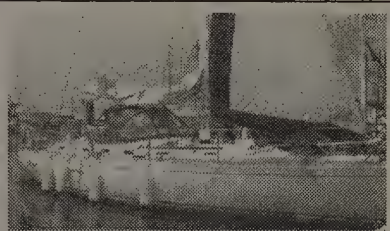
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JEANNEAU SUN ODYSSEY 40, 1999. Ready to world cruise. Three-cabin model with full electronics including Raymarine chart plotter with second cockpit display. Windspeed and directional instruments, depthfinder, 24-mile radar and Autohelm, SSB, AM/FM/CD stereo with 4 speakers works cabin/cockpit, VHF with remote, 4 AGM batteries, EPIRB. Eight winches, upgraded standing and running rigging, racing roller furler, two spinnaker poles and upgraded spinnaker track. Electric windlass with 2 anchors and 2 rode, emergency rudder/tiller. Sails include 2 mains, 3 jibs and 3 spinnakers. Proven offshore boat. More equipment and details provided upon request. \$149,900. Call (209) 223-2183 or (209) 223-3919.

ERICSON 46, \$60,000. Rebuilt diesel engine and transmission, standing rigging also recently rebuilt. Cetek autopilot, chartplotter/GPS, inverter and charger, plus a lot more in sails and equipment. Located in San Diego. If interested please call (858) 268-0969 or (619) 507-4773.



HYLAS 47, 1986. A beautiful center cockpit. S&S design, built by Queen Long Marine. 3 staterooms. Call for equipment list and photos. Asking \$190,000. Call (831) 262-2079 or (831) 262-1940.

PASSPORT 40, 1985. Ideal cruiser with spacious beautiful interior, 132 gallons fuel, 138 gallons water. Mercedes diesel, Pro-Furl, Autohelm, 32-mile radar, Kenwood Ham/SSB, inverter, solar panels, electric windlass, Avon inflatable, much more. Currently berthed Blaine, WA. USD\$119,000/pbo. ldmatlow@pol.net or (604) 742-0402.



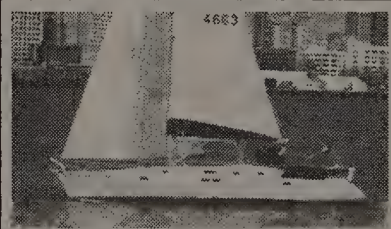
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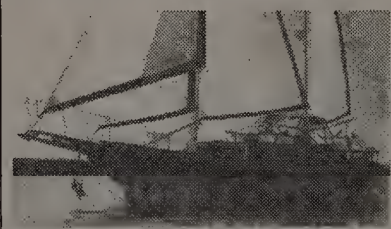
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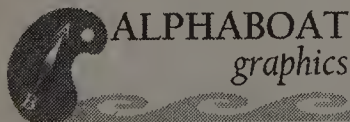
BENETEAU 46, 1997. In excellent condition, with all new canvas including dodger, hatch covers, sail stack/pack, etc. New interior, new electronics (36 mile, color radar/GPS/plotter), and more. Asking \$179,000. Call (619) 222-9248.

SERENDIPITY 43. Running With Scissors. Peterson IOR design, Ockam instruments, computer, VHF, 1,500w inverter/charger, race interior. 50 hp Westerbeke. 12 sails plus blooper. New bottom 5/04. 1st Place SPYC BeerCan season 2004. <<http://www.runningwithscissors.org/>> \$38,000. Chris (415) 269-6893.

GOOD DEAL, CORONADO 45, 1974. 90% remodeled interior, new counter tops, head liner and cushions, second owner. New stove, refrigerator and 110 volt track lighting. Roller furling. Perkins 4-107 diesel, new prop, prop shaft and strut bearing. \$50,000/firm. Oakland Estuary. Call (510) 536-4044.



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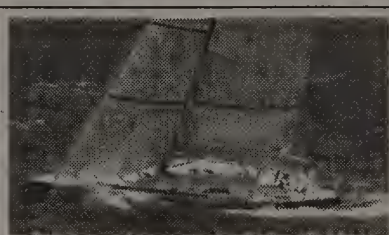
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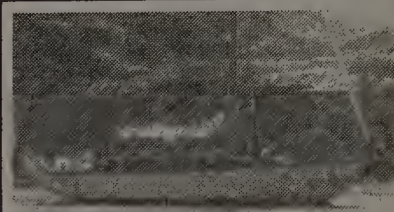
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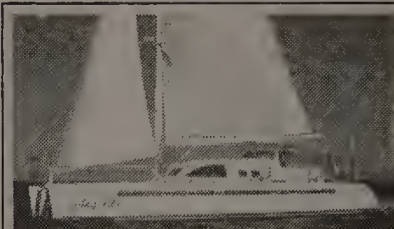
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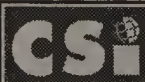
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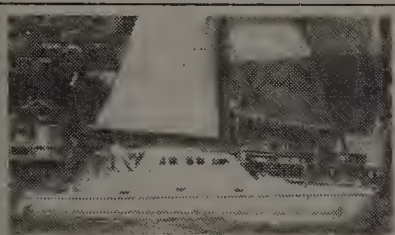
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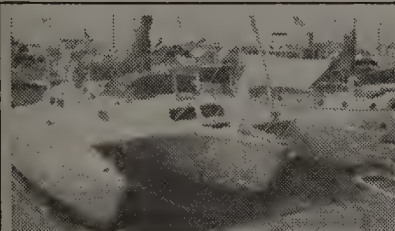
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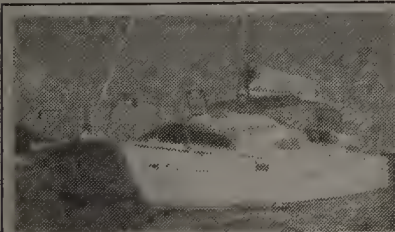
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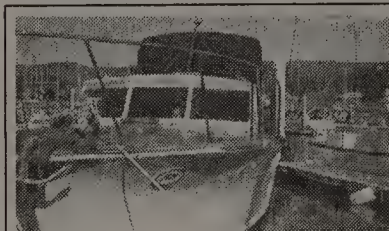
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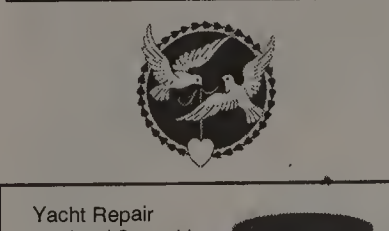
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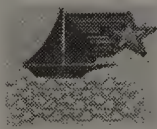
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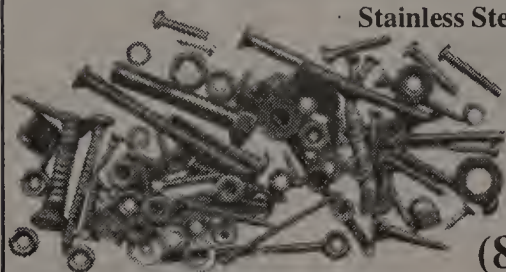
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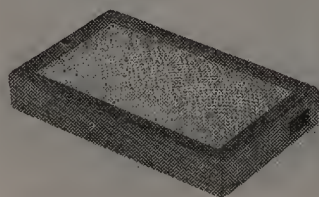
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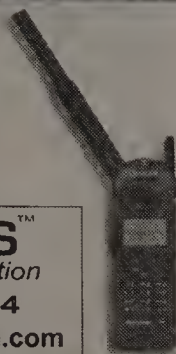
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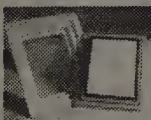
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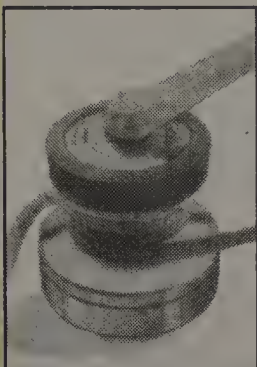
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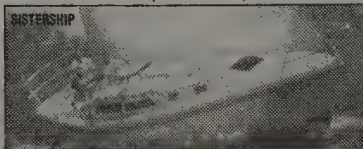
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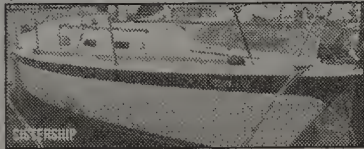
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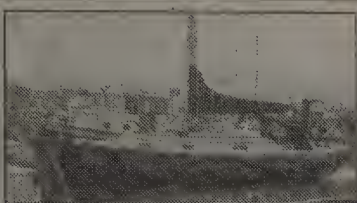
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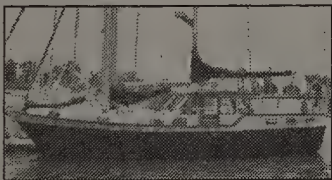
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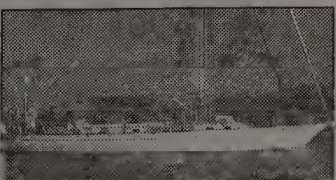
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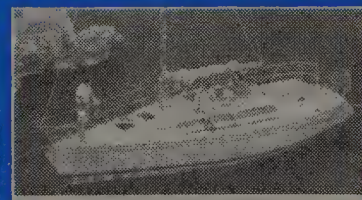
BENETEAU 352, 1995 ~ \$106,000



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C&C CUSTOM 48
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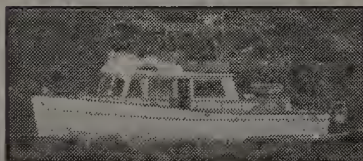
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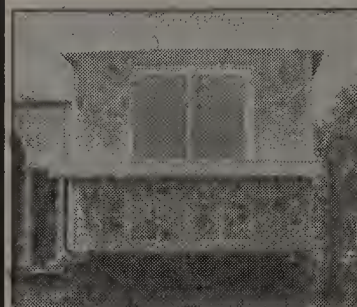
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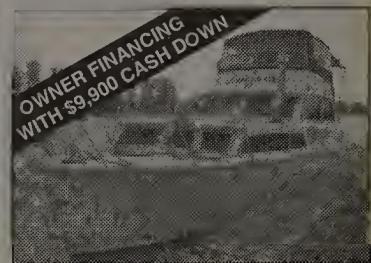
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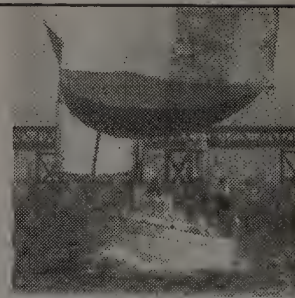
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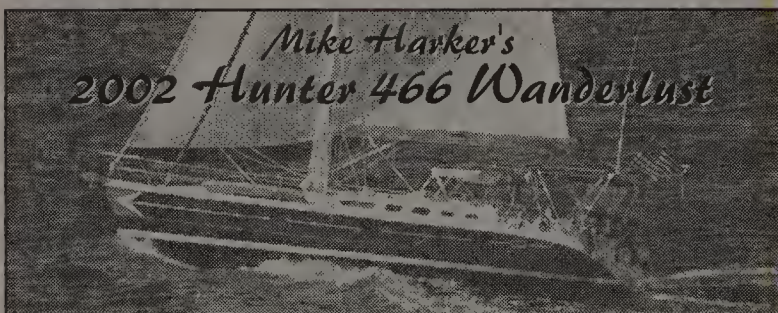
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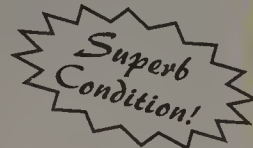
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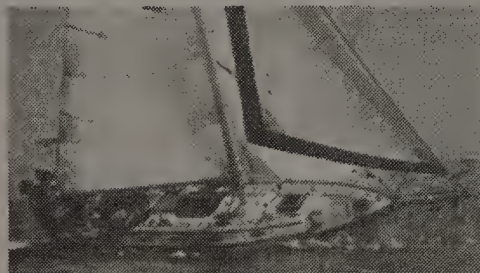
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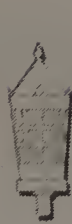
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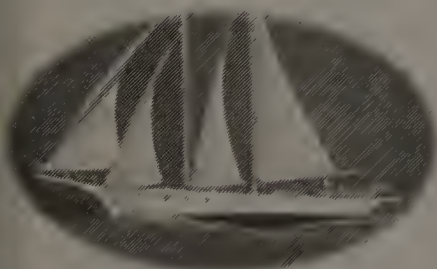


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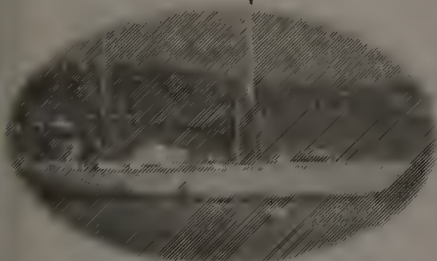
78' CUSTOM HERRESHOFF
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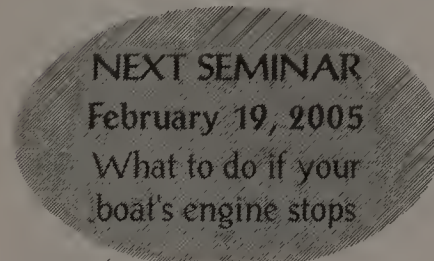
42' CABO RICO
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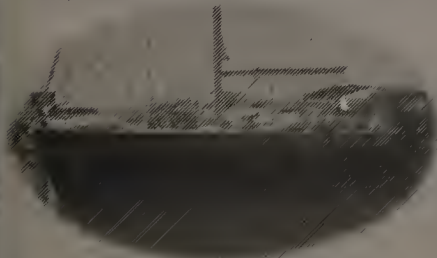
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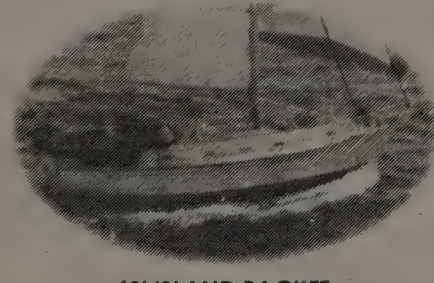
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48'	C&C CUSTOM, 1973/1996	\$199,000
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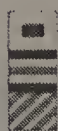


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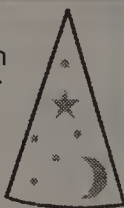
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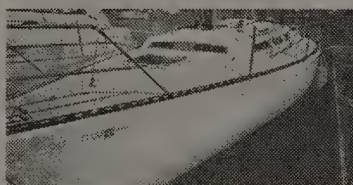
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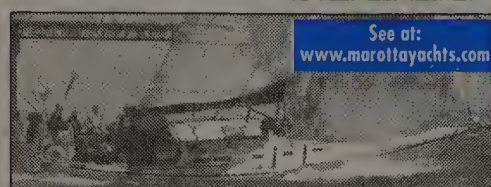
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40' SPARKMAN & STEPHENS, 1953 An oft cockpit yawl designed by legendary Olin Stephens, built of the finest materials by one of Europe's premier yards, *Iroquois* always had loving owners; her current caretaker has lavished untold time and money on her; and she shows brio. **\$125,000**



See at:
www.marottayachts.com

47' GULFSTAR SAILMASTER, 1979 Unbelievably roomy interior — 6'5" throughout most of boat and as much beam as many motor yachts. Fundamentally very sound, looks fine on the outside and has updated sails and rigging, including in-mast furling main with electric winch. **\$122,000**

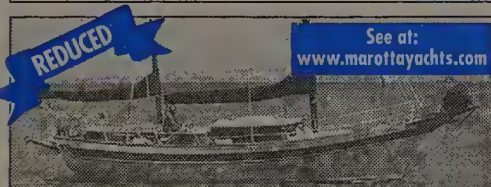


REDUCED

See at:
www.marottayachts.com

32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Competitively priced at **\$66,000**



REDUCED

See at:
www.marottayachts.com

41' ISLANDER FREEPORT CUTTER RIGGED KETCH, 1975 One of the best all-around cruising designs to be found at anywhere near \$100,000, this vessel was repowered in 1997, has an almost completely renewed interior and shows very nicely. **\$64,500**



NEW LISTING

See at:
www.marottayachts.com

31' HUNTER 310, 1999 The 310 is a member of Hunter's newest generation: cockpit arches are standard, the cockpit well is virtually circular, the rig is fractional, the hull is rounded with lots of freeboard and beam, the sheer is straight, and windows proliferate in astounding profusion. **\$59,000**



36' ISLANDER FREEPORT, 1978

Another Robert Perry-designed classic, and the rare B plan interior with the Pullman berth to boot! This is a solidly-built boat with a functional layout that in many ways was ahead of her time. **\$54,900**



See at:
www.marottayachts.com

36' C&C, 1979 Very clean vessel with much updated equipment. Note especially professionally repowered with a Yanmar diesel in 1996. Tastefully redone interior, updated electronics, recent running rigging, immaculate brightwork, more. Vessel shows MUCH newer than her age. **\$54,500**



See at:
www.marottayachts.com

30' HUNTER, 1989 Attractive interior with spacious aft cabin plus good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out — cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries. **\$37,000**



See at:
www.marottayachts.com

32' ARIES, 1976 Very clean classic canoe-sterned cruiser. Replaced mast, Harken roller furler and all standing and running rigging. Sails in very good shape, recent canvas including full cover. Westerbeke diesel with less than 1,000 hours. Exterior brightwork redone 1998. **\$35,000**



See at:
www.marottayachts.com

27' CATALINA, 1981 The Catalina 27 was produced essentially unchanged for almost 20 years — one of the longest runs ever for a production sailboat. The boat remains popular today and highly sought after in the brokerage market. **\$14,500**

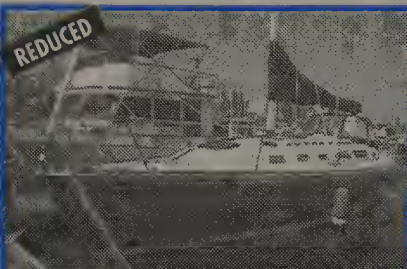


See at:
www.marottayachts.com

24' RHODES MERIDIAN, 1961 This Phillip Rhodes-designed gem was built at the de Vries yard in Holland, has had about \$25,000 spent on her over the past several years and, not surprisingly, shows very, very nicely. **\$7,500**

100 BAY STREET • SAUSALITO • CALIFORNIA 94965

REDUCED



SABRE 402, 1996

Sobre blue hull, full batten mainsail, headsail on ProFurl roller furler, Corian countertops, lacoted here on the Bay.
\$239,000

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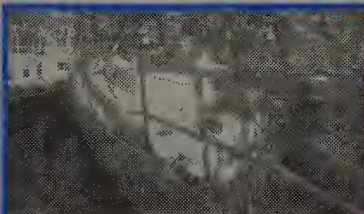
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CLAY & TERESA PRESCOTT • DARROW BISHOP • PHIL HOWE • JAMES BUSKIRK • HILARY LOWE



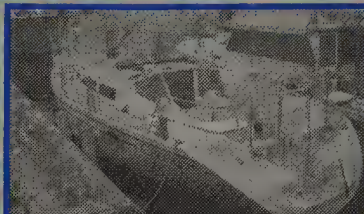
HANSE 31, 2002

German quality, many factory options. New sails.
Asking **\$85,000**.

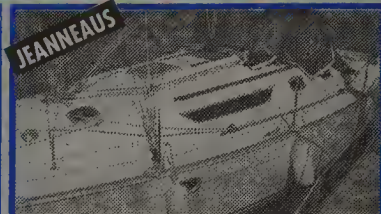


41' NEWPORT, 1979

A strong and beautifully designed performance cruiser designed by C&C. **\$60,000**.

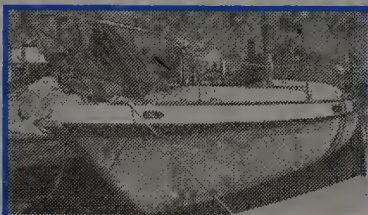


CATALINA 42 MkII, 2002, 3 staterooms.
\$225,000 Also: 2 34' CATALINAS, 1988, \$57,500 • 38', 1981, \$42,000 • 2 30'



JEANNEAU:

Pictured: 36' SUN ODYSSEY, '98, \$107,000
47' SUN ODYSSEY, '92, \$210,000



41' MORGAN OI, 1979. Second owner, ketch rig, Webasto diesel heater. Nice Sausalito slip. **\$89,500**.



47' GULFSTAR, 1979, Luxurious center cockpit, large accommodations below. **\$142,500**
Also: 39' GULFSTAR SAILMASTER, 1982



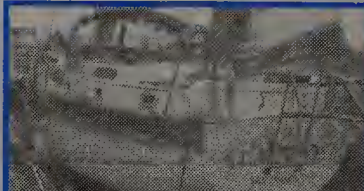
40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. **\$159,000**

SAIL			POWER		
65' Crealock schner	'84	995,000	37' Cooper PH cstm	'87	99,000
62' Custom PH steel	'98	569,000	37' Endeavour	'79	42,000
60' Hartog	'84	68,000	36' Hanna	'56	15,000
57' Alden yawl	'31	265,000	36' Islander	'77	49,950
52' Hartog schooner	'99	195,000	36' Columbia	'69	25,000
51' Baltic	'80	249,000	36' Custom schooner	'72	47,000
48' Olympia CC	'78	100,000	36' Atkins PH ketch	'54	14,000
48' Hughes Yawl	'72	Offers	36' Jeanneau	'98	107,000
48' C&C	'73	199,000	35.5 Beneteau First	'92	79,500
47' Gulfstar	'79	142,500	34' Catalina	'87	54,900
47' Vagabond	'80	150,000	34' Catalina	'88	57,500
47' Jeanneau	'92	210,000	34' Islander	'75/'85	31,500
43' Slocum	'84	155,000	34' Hunter	'85	45,000
42' Tayana AC	'87	167,000	33' Newport	2 from	29,500
42' Custom schooner	'72	39,000	33' Hans Christian	'86	94,500
42' S&S	'70	57,500	32' Pearson Vanguard	'63	24,000
42' S-7 Beneteau	'99	215,000	30' C&C Mkl	'76	21,500
41' Ericson	'69	29,000	30' Alberg	'73	18,000
41' Newports	'79	60,000	30' Catalina (2)	'77 & '85	18,900
41' Coronado	'72	45,000	30' Isl. Bahama	2 from	20,000
41' Morgan OI	'79	75,000	29' Van der Stadt	'69	16,000
41' CT ketch	'71	57,500	28' Newport	'79	15,500
40' Hunter (2)	'86	79,800	28' Islander	'78	28,000
40' Sabre 402	'96	245,000	28' Isl. Bahama	'82	21,500
40' Brewer PH	'88	159,000	21' Flicka	'84	36,000
40' Helmsman	'80	39,500			
40' Columbia	'65	39,900			
40' Cheoy Lee MS	'75	95,000			
40.7' Beneteau	'03	209,000			
36' Catalina	'81	42,500			
38' Ericson	'81	45,000			
38' Ingrid	2 from	69,900			
37' C&C 37R	'89	84,000			
37' Irwin CC	'80	40,000			
			86' Pacific Tender	'45	325,000
			68' Stephen FB	'68	325,000
			66' Pacemaker cut	'72	499,000
			61' Stephens	'68	297,000
			58' Spindrift	'85	298,000
			58' Hatteras	'73	379,000
			57' Burger Alum. FB	'62	339,000
			57' Chris Craft	3 from	179,000
			54' Trojan FD	'76	349,000
			53' Grand Banks Alaskan	225,000	
			52' Libertyship	'60	110,000
			49' Kha Shing	'84	179,000
			45' Fellows & Stewart	'26	299,000
			45' Chris Craft	'69	49,900
			43' Hatteras MY	'73	139,500
			42' Chris Craft	'68	99,000
			42' Grand Banks	'67	89,900
			41' Roughwater	'84	75,000
			40' Pacemaker	'76	149,000
			40' Owens	'65	25,000
			38' Mediterranean	'98	199,900
			38' Stephens	'48	36,000
			38' Californian	'76	85,000
			38' Hatteras MY	'69	59,500
			37' Hatteras SF	'78	90,000
			36' Sea Ray SF	'80	85,000
			34' Bayliner Avanti	'87	38,500
			34' Uniflite	'77	35,000
			34' Sea Ray	'86	56,000
			34' Sea Ray Sedan	'83	59,900
			34' Silverton	'90	79,000
			32' Bayliner, diesel	'89	79,900
			32' Cruiser	'88	32,500
			30' Sea Ray 305 DB	'88	59,900
			29' Silverton	'85	26,000
			27' Sea Ray	'83	14,000
			26' Sea Ray	'81	25,000
			24' Bayliner	'98	24,000
			24' Regal 242, trailer	37,000	
			14' Boston Whaler Rage w/trailer	'92	7,500

OFFERS WANTED



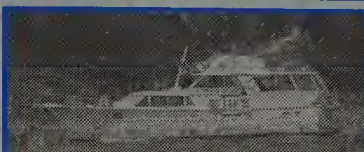
65' LOD CREALOCK SCHOONER, 1984
Cold molded, U.S. built, exceptionally Bristol, certified for 49 passengers.



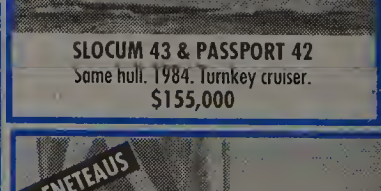
IRWIN 37 CENTER COCKPIT, 1980.
Forward and aft staterooms.
\$40,000



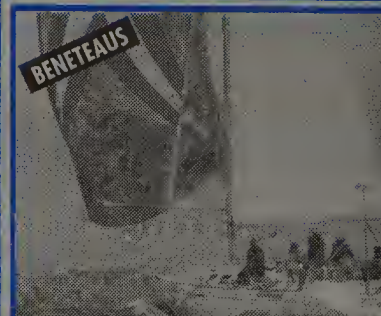
COCK ROBIN
JOHN G. ALDEN, 1931
Film star:
Fathers & Sons, A Time far Life



HATTERAS CLASSICS: Pictured: 58' MY, '73, Sausalito slip, \$379,000; 43' MY, '73, SF Marina Green slip, \$139,500; 41' MY, Bodega Bay, '67, \$68,000; 38' MY, '69, \$59,500; 37' SF, '78, Bodega Bay, \$90,000



SLOCUM 43 & PASSPORT 42
Same hull. 1984. Turnkey cruiser.
\$155,000



Pictured: **BENETEAUS 42s7, 1999**
Race or cruise. **\$215,000**.
Also: 40.7, 2003, \$209,000.
FIRST 35.5, 1992, \$79,500.

HUNTERS
REDUCED



Pictured: **40' HUNTER, 1995**
Double berths aft & forward. Well maintained. **\$127,000**
Also: 40' HUNTER, 1986, \$79,000
37', 1989, \$65,000 • 34', 1985, \$45,000
35.5, 1993 • 32', 2001, \$69,950

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50' STEPHENS CRUISER. Aft cabin, F/B, PH, new radar, AP, GPS-chart, twin GM diesels, genset, Two heads with showers, salon, three staterooms, and more! Recent refit. **\$140,000**

32' WESTSAIL CUTTER. The ever-popular, heavy fiberglass double-ended legendary cruiser. Diesel, radar, dink, autopilot and more. Lots of potential and at a low price of **\$31,500.**

REDUCED

39' CORBIN PH CTR. Dufaur design, f/g, 2 helms, 12'1" beam, full galley and head, roller furling, central air and heat, radar, AP, watermaker, lots of new gear. Bluewater cruise ready. **Asking \$79,000.**

30' FREEDOM. Easy sailing, great performing design by Gary Mull. Unstayed carbon fiber mast, dsl, radar, dodger, full lifelines. Intelligently set up to cruise. These are great boats. **Ask \$35,000.**

ANGELMAN KETCH

34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! **\$49,500.**

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PILOTHOUSE TRAWLER w/flybridge by Grand Banks. Twin diesel, 6.5 kw genset, full galley, radar, heater, large salon. Ideal for cruising/living. Roomy '69 wood classic. **Asking \$108,000.**

28' MAXUM 2700 SCR EXPRESS CRUISER. Less than 100 hrs, 350 hp-VB. Full canvas, shower, galley, 35 mph, super clean/ready to go. Marin berth. **\$37,500.**

28' BAYLINER CONTESSA Command Bridge 2B50. Near new 310 hp V-B. Fast & comfy. Sleeps 5 in 2 staterooms. Exceptionally clean 1987 w/dual helms and more. **Asking \$29,950.**

SAIL

48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, diesel, fascinating history. Acreege trades okay ... **Asking 47,000**

47' VAGABOND ketch. Center cockpit, aft cabin. Glass, dsl, big comfy cruiser w/great potential & priced very low ... **\$6,000**

41' BLOCK ISLAND CUTTER. Osl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential. **Ask 39,000**

40' NEWPORTER ketch. Perkins 4-10B diesel. Big, lots of potential ... **Ask 27,500**

39'4" BENETEAU 393 Slip. Like new 2003 mod. V. low hrs, dsl, luxury ... **174,500**

38' INGRID ... **49,950**

37' SEARUNNER TRIMARAN, center cockpit by J. Brown. Glass/ply. A great opportunity at ... **Ask 18,500**

35' GILLMER PRIVATEER ketch. Osl, f/g, wheel, full galley, shower ++ **45,000**

32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Salty cruiser ... **Asking 18,950**

30' PEARSON sloop, Atomic 4 1/B, GPS, Autahelm, spinn, nice, clean ... **10,500**

29' ERICSON 1/B, lots new ... **12,500**

28.5' PEARSON TRITON, F/G, dsl. Near total refit of Alberg's legendary Packet World Beater. If you can find a better small cruiser anywhere near this price... **BUY HER! ... Ask 16,000**

27' ALBIN VEGA sloop. Swedish-built, clean, O/B, well equipped ... **Asking 57,400**

24' SEAFARER slip, Rhodes/MacCarty, O/B, main, jib, genoa, all glass ... **Ask 3,900**

POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition **Ask 28,000**

56' LANOING CRAFT LCM-6 converted by USN to Olive Boat. Strong, steel, twin 671s, P/H. Radar & lots of electronics. Hydraulic take-off ... **Ask 24,950**

48' GRANO BANKS Classic. Twin dsl, tri cabin, loaded & beautiful ... **Ask 149,500**

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36' CHRIS CRAFT EXPRESS. Twin V-Bs. Full canvas ... **Try 9,750**

36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc ... **Asking 30,000**

36' MONTEREY TRAWLER, Cat diesel, radar, etc. This is a pretty special classic fishing boat with lots of potential. Should be seen ... **Asking 12,000**

34' CHRIS CRAFT COMMANDER, '63, twin gas, great boat ... **26,500**

34' CHB TRAWLER, F/B, dsl, genset, radar, dink & more ... **Ask 59,850**

33' LAGUNA Sportfish, F/B, F/G, twin dsl, radar & more ... **Ask 49,950**

32' CARVER flybridge, glass, twins, shower & more! ... **Asking 28,000**

32' CRUISERS INC. F/G, full canvas, fully equipped and ready for fun ... **29,950**

31' BERTRAM 560. Fiberglass, twin 200 hp Volvo 6 diesels. Great sea boat for the serious sport fisherman ... **Try 17,750**

30' MONTEREY TRAWLER Loaded and very nice! 5 F. berth ... **Ask 27,950**

30' SEA RAY flybridge, twins ... **Ask 18,000**

29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, great potential. **3,900**

28' CHRIS CRAFT Cavalier, nice ... **12,000**

28' CARVER F/B cruiser, Crusader VB, full Delta canvas, shower, comfortable and roomy ... **17,500**

26' BAYLINER 2352 TROPHY, '00, trailer, a/d, only 10 hours on clock! **38,500**

26' CAULKINS BARTENOER, \$10k new engine reported, just hauled ... **16,900**

25' BAYLINER CIERRA, '88, very nice. Full Delta canvas ... **Asking 39,500**

25' TOLLYCRAFT, 350 V-B, fiberglass, nice ... **Asking 9,500**

22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored ... **12,500**

18.5' SILVER STREAK, 100 hp, 19 hours, alum., w/trlr ... **24,000**

18' BOSTON WHALER OUTRAGE, 150 hp, console, canopy top, thr & nice! ... **6,950**

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34' CHB TRAWLER. Fiberglass, very comfy w/lots of interior teak. Twin helms w/flybridge, aft cabin, salon, full galley, Onan, radar, Lehman-Ford diesel. Great for live/cruise. **Asking \$59,950.**

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65' CLASSIC, '31 WHEELER M.Y. 16' beam. Over \$40K. Hull refurbished in October '04, and she is ready for you to finish restoration. W/H, diesels, three head, huge salon, more. **\$75,000**

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